

**~STATE HIGHWAYS~
Archive Collection
Hampden County Registry of Deeds**



SPRINGFIELD



*Donald E. Ashe, Register
Hampden County Registry of Deeds,
a Division of the Office of
William Francis Galvin, Secretary of the Commonwealth*



1950	STATE HIGHWAY LAYOUT #3796 Memorial Bridge, Columbus Ave. to West Springfield line.
1952	STATE HIGHWAY LAYOUT #3938 South End Bridge, Columbus Ave., Route 5, to Agawam line.
1953	STATE HIGHWAY LAYOUT #4078 Columbus Ave., south of South St. to north of Meadow St.
1954	STATE HIGHWAY LAYOUT #4172 Columbus Ave., Route 5, widening along 1953 layout #4078.
1955	STATE HIGHWAY LAYOUT #4346 Columbus Ave., Route 5, widening at the east line near station 40.
1956	STATE HIGHWAY LAYOUT #4431 Route 20, section known as the "Springfield Connection" near Chicopee line.
1958	STATE HIGHWAY LAYOUT #4686 Route 5, Longhill St., Longmeadow St. to Washington St.
1959	STATE HIGHWAY LAYOUT #4896 Columbus Ave., Route 5, revision of limited access provisions in layout #4172.
1960	STATE HIGHWAY LAYOUT #4950 I-91, around South End Bridge, northerly to Broad St.
1961	STATE HIGHWAY LAYOUT #5109 I-91, Route 5, widening along ramp & amendment to taking on Springfield Gas Light Co.
1961	STATE HIGHWAY LAYOUT #5154 Route 5, alteration in limited access provisions at intersection of Longhill St.
1961	STATE HIGHWAY LAYOUT #5158 I-91, Broad St. to Elm St.
1962	STATE HIGHWAY LAYOUT #5212 I-91, Revision of limited access provisions between Mill St. & York St.
1963	STATE HIGHWAY LAYOUT #5322 I-91, Broad St. to Elm St. establishing lines of no transit within layout.
1965	STATE HIGHWAY LAYOUT #5483 I-291, taking for interchange at Armory St. & Liberty St.
1965	STATE HIGHWAY LAYOUT #5484 I-91, Emery St. to Clinton St.
1965	STATE HIGHWAY LAYOUT #5520 I-91, State St. to Hampden St.



1965	STATE HIGHWAY LAYOUT #5524 I-91, relocation of lines of no transit between Howard St. & State St.
1966	STATE HIGHWAY LAYOUT #5533 Memorial Bridge, widening of entrance to the bridge at Columbus Ave.
1965	STATE HIGHWAY LAYOUT #5553 I-291, Main St. to Nursery St.
1966	STATE HIGHWAY LAYOUT #5572 I-291, Nursery St. to St. James Ave.
1966	STATE HIGHWAY LAYOUT #5585 I-91, Bridge St. to Cypress St.
1966	STATE HIGHWAY LAYOUT #5592 I-91, Arch St. to Greenwich St.
1966	STATE HIGHWAY LAYOUT #5610 I-291, alterations at Stafford St. & along St. James Ave.
1966	STATE HIGHWAY LAYOUT #5617 I-91 layout.
1967	STATE HIGHWAY LAYOUT #5665 I-291, three alterations near Patton St., Leonard St., Franklin St.
1967	STATE HIGHWAY LAYOUT #5679 I-91, relocation over Main St. near Thomas St.
1967	STATE HIGHWAY LAYOUT #5685 I-291, St. James Ave. to Roosevelt Ave.
1967	STATE HIGHWAY LAYOUT #5691 I-291, Roosevelt Ave., to Page Blvd.
1968	STATE HIGHWAY LAYOUT #5734 Page Blvd., Robbins Rd. to Pasco Rd.
1968	STATE HIGHWAY LAYOUT #5781 I-291, Merrimac Ave. & Nottingham St. intersection widening (for City of Springfield)
1969	STATE HIGHWAY LAYOUT #5829 I-291, widening a portion near Roosevelt Ave.
1970	STATE HIGHWAY LAYOUT #5861 Longhill St., revision of limited access at Washington Blvd.
1971	STATE HIGHWAY LAYOUT #5987 I-91, land transferred to City on east & west of road between Broad St. & State St.



1971	STATE HIGHWAY LAYOUT #6002 I-291, land between Leonard St. & Underwood St. not required for highway use.
1971	STATE HIGHWAY LAYOUT #6020 Layout #5734 transferred to City control Page Blvd., Robbins Rd. to Pasco Rd.
1971	STATE HIGHWAY LAYOUT #6040 Layout #5873 tranferred to City control.
1986	STATE HIGHWAY LAYOUT #6743 Parker St. & Allen St. intersection.
1992	STATE HIGHWAY LAYOUT #7053 Worcester St., Chicopee line & station 76, two alterations.

1950

Springfield



STATE HIGHWAY LAYOUT #3796
Memorial Bridge, Columbus Ave. to West Springfield line.

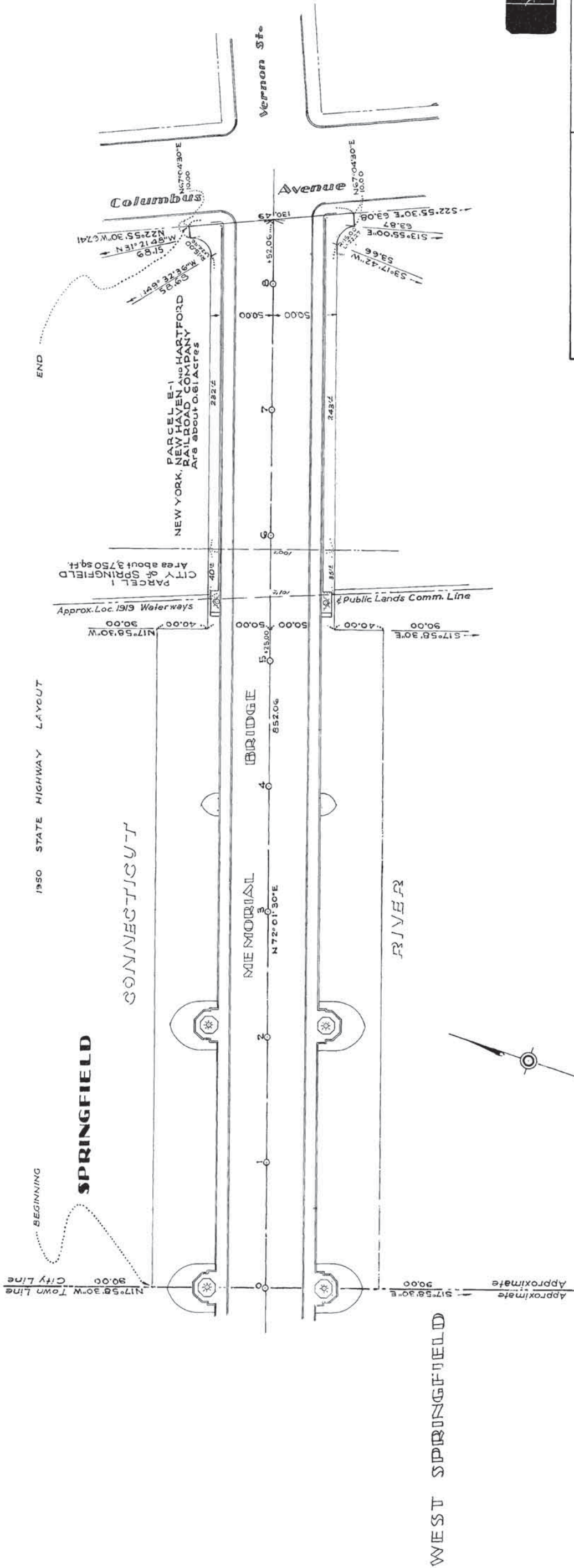
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 32 PAGE 61.

INDEXING

STATE HIGHWAY LAYOUT #3796

- Image Info** SH67001 Springfield
- Image Info** SH67001 West Springfield
- Image Info** SH67001 Columbus Avenue
- Image Info** SH67001 Memorial Bridge

ONE SHEET



The Commonwealth of Massachusetts
In the City of
SPRINGFIELD
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
OCTOBER 31, 1950
Scale: 20 feet to the inch

This is to certify that the
road shown on this plan was
laid out as a State Highway by
the Department of Public Works
October 31, 1950 in accordance
with Chapter 81 of the General
Laws.

William J. Caspary
Commissioner
Department of Public Works

William J. Caspary
Chief Engineer

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 3796
and Order of Taking

Acting under authority of Chapter 690 of the Acts of 1945, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby lay out and take charge of as a State highway a section of road in the city of SPRINGFIELD, county of Hampden, the layout consisting of establishing a location for that part of Memorial Bridge, so called, over the Connecticut River in Springfield.

The section of State highway hereby laid out is more fully described as follows:-

The base line of location of the section of State highway hereby laid out is that of a survey made by engineers of the Department, and begins at a point on said bridge approximately on the dividing line between the town of West Springfield and the city of Springfield in the Connecticut River, said point being shown on plan as station 0, and extends thence north $72^{\circ} 01' 30''$ east 852.06 feet to a point at the end of the layout, at the easterly end of said bridge, being shown on plan as station 8+52.06.

The length of State highway hereby laid out is 852.06 feet.

The northerly line of location of the section of State highway hereby laid out begins at a point on the dividing line between the town of West Springfield and the city of Springfield bearing north $17^{\circ} 58' 30''$ west and 90.00 feet distant from the point of beginning of said base line shown on plan as station 0, and extends thence parallel to said base line and 90.00 feet distant therefrom to a point bearing north $17^{\circ} 58' 30''$ west and 90.00 feet distant from station 5+25.00; thence south $17^{\circ} 58' 30''$ east 40.00 feet to a point bearing north $17^{\circ} 58' 30''$ west and 50.00 feet distant from said station 5+25.00; thence parallel to said base line and 50.00 feet distant therefrom to a point bearing north $49^{\circ} 32' 36''$ west and 58.68 feet distant from station 8+52.06; thence by a curve to the left of 15.00 feet radius 24.86 feet to a point bearing north $31^{\circ} 21' 48''$ west and 68.15 feet distant from said station 8+52.06; thence north $67^{\circ} 04' 30''$ east 10.00 feet to a point at the end of the layout on the southwesterly street line of Columbus Avenue, bearing north

22° 55' 30" west and 67.41 feet distant from said station 8+52.06.

The southerly line of location of the section of State highway hereby laid out begins at a point on the dividing line between the town of West Springfield and the city of Springfield bearing south 17° 58' 30" east and 90.00 feet distant from the point of beginning of the above-described base line shown on plan as station 0, and extends thence parallel to said base line and 90.00 feet distant therefrom to a point bearing south 17° 58' 30" east and 90.00 feet distant from station 5+25.00; thence north 17° 58' 30" west 40.00 feet to a point bearing south 17° 58' 30" east and 50.00 feet distant from said station 5+25.00; thence parallel to said base line and 50.00 feet distant therefrom to a point bearing south 3° 17' 42" west and 53.66 feet distant from station 8+52.06 of said base line; thence by a curve to the right of 15.00 feet radius 22.27 feet to a point bearing south 13° 55' 00" east and 63.87 feet distant from said station 8+52.06; thence north 67° 04' 30" east 10.00 feet to a point at the end of the layout, on the southwesterly street line of Columbus Avenue, bearing south 22° 55' 30" east and 63.08 feet distant from said station 8+52.06.

The northeasterly end of the section of State highway hereby laid out is defined by a line bearing south 22° 55' 30" east and 130.49 feet in length, extending between the points of ending of the northerly and southerly location lines hereinbefore described.

The side lines of location of the section of State highway hereby laid out are further defined by bounds set at angle points and points of curvature, and at the ~~beginning and end~~ of the layout.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the city of Springfield, county of Hampden, all of said land being taken in fee simple with the exception of Parcel E-1 in which an easement is taken for highway purposes, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the city of Springfield which are included in the foregoing description.

The State highway hereby laid out and the aforesaid takings are shown on a plan drawn by P. H. Kitfield, Chief Engineer, signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield".

1952

Springfield



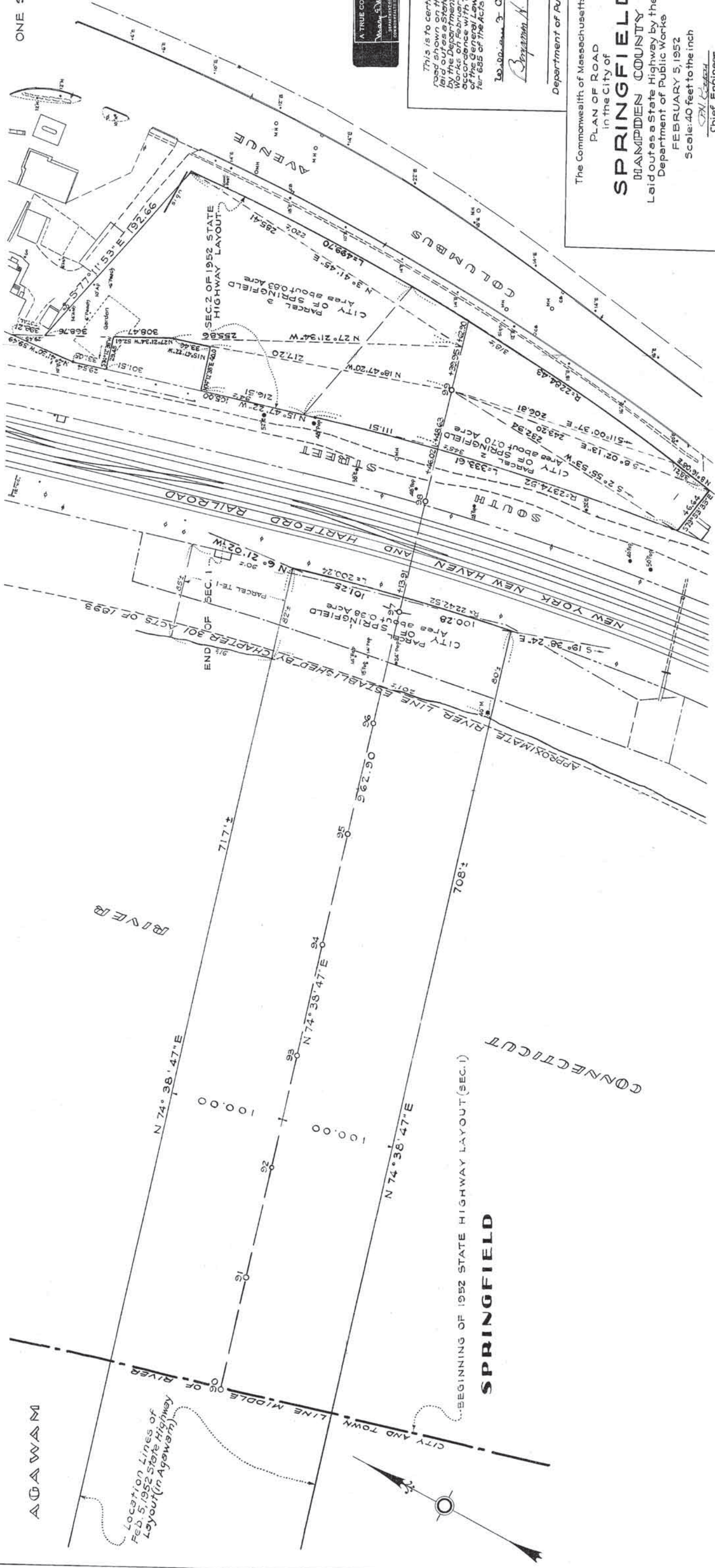
STATE HIGHWAY LAYOUT #3938
South End Bridge, Columbus Ave., Route 5, to Agawam line.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 35 PAGES 74.

INDEXING

STATE HIGHWAY LAYOUT #3938

- Image Info SH67002 Springfield
- Image Info SH67002 Agawam
- Image Info SH67002 Columbus Avenue
- Image Info SH67002 South End Bridge



This is to certify that the road shown on this plan was laid out as State Highway by the Department of Public Works on February 5, 1952, in accordance with Chapter 81 of the General Laws and Chapter 68B of the Acts of 1950.

W. J. L. L. L.
Benjamin H. West

Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
SPRINGFIELD
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
FEBRUARY 5, 1952
Scale: 40 feet to the inch
D. J. L. L. L.
Chief Engineer



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

February 11, 1952.

Mr. Lewis A. Twitchell,
Clerk, Hampden County Commissioners,
Court House, Springfield, Mass.

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated February 5, 1952, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a State highway a new or existing way in Springfield, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

May E. McInerney
Secretary

R/mec

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Layout No. 3938
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on January 11, 1952, as required by Chapter 21B of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a State highway a road in the city of SPRINGFIELD, county of Hampden. The layout consists of establishing a State highway location for a proposed bridge across the Connecticut River about 400 feet south of the existing South End Bridge, so called, and for a portion of the easterly approach thereto. The layout begins at the dividing line between the town of Agawam and the city of Springfield at the middle of the Connecticut River, and extends thence easterly about 0.18 of a mile, in two sections, to the westerly side of Columbus Avenue (Route 5). The State highway location hereby laid out abuts the westerly location line of the right of way of the New York, New Haven and Hartford Railroad, and the easterly street line of South Street, and is described as follows:

The base line of location for the layout is that of a survey made by Engineers of the Department in August, 1951, and begins at a point on the dividing line between the town of Agawam and the city of Springfield at the middle of the Connecticut River as approximately located, said point being shown on plan as station 90, and extends thence north $74^{\circ} 33' 47''$ east 962.90 feet to a point at the end of the layout, on the westerly street line of Columbus Avenue, 449.86 feet distant northerly, measured along said street line from its junction with the easterly street line of South Street, said point being shown on plan as station 99+62.90.

The length of State highway hereby laid out is about 830 feet (from the dividing line between the town of Agawam and the city of Springfield to the westerly location line of the New York, New Haven & Hartford Railroad, and from the easterly street line of South Street to the westerly street line of Columbus Avenue.)

Section No. 1

The northerly line of location of the first section of State highway hereby laid out begins at a point on the dividing line between the town of Agawam and the city of Springfield in the middle of the Connecticut River, 100.00 feet distant northerly of the base line hereinbefore described and about opposite the point of beginning thereof, said point being shown on plan as station 90, and extends thence parallel to said base line and 100.00 feet distant therefrom to a point at the end of the section on the westerly location line of the right of way of the New York, New Haven and Hartford Railroad (Hartford Division) bearing north $6^{\circ} 21' 02''$ west and 101.25 feet distant from station 97+00 of said base line.

The southerly line of location of the first section of State highway hereby laid out begins at a point on the dividing line between the town of Agawam and the city of Springfield, in the middle of the Connecticut River, 100.00 feet distant southerly of the base line hereinbefore described and about opposite the point of beginning thereof, said point being shown on plan as station 90, and extends thence parallel to said base line and 100.00 feet distant therefrom to a point at the end of the section on the westerly location line of the right of way of the New York, New Haven and Hartford Railroad (Hartford Division) bearing south $19^{\circ} 38' 24''$ east and 100.23 feet distant from station 97+00 of said base line.

The westerly end of the first section of State highway hereby laid out is defined by that portion of the dividing line between the town of Agawam and the city of Springfield extending between the points of beginning of the northerly and southerly location lines of the section hereinbefore described.

The easterly end of the first section of State highway hereby laid out is defined by that portion of the westerly location line of the New York, New Haven and Hartford Railroad extending southerly by a curve to the right of 2242.52 feet radius 200.24 feet between the points of ending of the northerly and southerly location lines hereinbefore described.

Section No. 2

The location line defining the boundary of the second section of State highway hereby laid out begins at a point on the easterly street line of South Street bearing south $2^{\circ} 55' 53''$ west and 232.94 feet distant from station 99+00 of the aforesaid

base line, and extends thence, following said line of South Street, northerly by a curve to the left of 2374.52 feet radius 333.61 feet to a point bearing north $15^{\circ} 47' 22''$ west and 111.51 feet distant from station 98+48.63 of said base line; thence north $15^{\circ} 47' 22''$ west 105.00 feet to a point bearing north $15^{\circ} 47' 22''$ west and 216.51 feet distant from said station 98+48.63; thence, leaving said line of South Street and extending north $74^{\circ} 12' 38''$ east 40.00 feet to a point bearing north $18^{\circ} 47' 20''$ west and 217.20 feet distant from station 99+00 of said base line; thence north $15^{\circ} 47' 22''$ west 33.46 feet to a point bearing north $27^{\circ} 21' 34''$ west and 255.86 feet distant from station 99+39.95 of said base line; thence north $27^{\circ} 21' 34''$ west 52.61 feet to a point bearing north $27^{\circ} 21' 34''$ west and 308.47 feet distant from said station 99+39.95; thence south $74^{\circ} 12' 38''$ west 29.45 feet to a point again on the easterly street line of South Street bearing north $15^{\circ} 47' 22''$ west and 301.51 feet distant from the aforesaid station 98+48.63 of said base line; thence following said street line north $15^{\circ} 47' 22''$ west 29.54 feet to a point bearing north $15^{\circ} 47' 22''$ west and 331.05 feet distant from said station 98+48.63; thence north $4^{\circ} 41' 30''$ west 59.49 feet to a point bearing north $27^{\circ} 21' 34''$ west and 398.21 feet distant from the aforesaid station 99+39.95 of said base line; thence, leaving said line of South Street and extending south $27^{\circ} 21' 34''$ east 29.45 feet to a point bearing north $27^{\circ} 21' 34''$ west and 368.76 feet distant from said station 99+39.95; thence south $77^{\circ} 11' 53''$ east 192.66 feet to a point on the westerly street line of Columbus Avenue bearing north $3^{\circ} 41' 45''$ east and 285.41 feet distant from said station 99+39.95; thence following said line of Columbus Avenue southerly by a curve to the right of 2284.43 feet radius 499.70 feet to a point bearing south $11^{\circ} 00' 37''$ east and 206.81 feet distant from the aforesaid station 99+00; thence south $8^{\circ} 16' 08''$ west 38.21 feet to a point bearing south $8^{\circ} 02' 13''$ east and 243.20 feet distant from said station 99+00; thence leaving said line of Columbus Avenue and extending north $79^{\circ} 53' 33''$ west 46.64 feet to the point of beginning.

The location lines hereinbefore described are further defined by bounds set at the points of ending of the northerly and southerly location lines of Section No. 1, and at angle points and points of curvature on the line defining the boundary of Section No. 2.

Appurtenant to the laying out of the sections of State highway as hereinbefore described is the taking of an easement in a parcel of land hereinafter described as Parcel 7E-1. Said easement is temporary in nature, to be in effect only until the completion of construction and opening to travel of the aforesaid proposed bridge, and is hereby taken in behalf of the Commonwealth of Massachusetts by the Department of Public Works under the provisions of Chapter 685 of the Acts of 1950. Said easement consists of the right to enter upon the land at any time during the effective period of the easement, and to store thereon and use equipment and materials for the construction of said bridge and its approaches.

Parcel TE-1. A parcel of land supposed to be owned by the CITY OF SPRINGFIELD located on the easterly side of the Connecticut River bounded as follows: westerly by the Connecticut River about 91 feet; northerly by other land of the City of Springfield about 85 feet; easterly by the right of way of the New York, New Haven and Hartford Railroad about 90 feet; and southerly by the aforesaid State highway location (Section 1) about 82 feet.

For the purpose of laying out, constructing and maintaining the sections of State highway above described, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 685 of the Acts of 1950, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the city of Springfield, county of Hampden, all of said land being taken in fee simple, with the exception of Parcel TE-1 in which an easement is taken, the supposed owners thereof being shown on the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the city of Springfield which are included in the foregoing description.

The sections of State highway hereby laid out and the aforesaid takings are shown on a plan signed by P. H. Kitfield, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Laid out as a State Highway by the Department of Public Works February 5, 1952. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	City of Springfield (Park Department)	0.38 acres	No award
2	City of Springfield (Park Department)	0.70 acres	No award
3	City of Springfield (Park Department)	0.83 acres	No award
TE-1	City of Springfield (Park Department)		No award

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

The owners and/or occupants of land taken as aforesaid are hereby required to remove their personal property from the premises on or before the twentieth day of March, 1952 (unless otherwise agreed upon).

It is therefore

Voted, That said new or existing way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this fifth day of February, 1952.

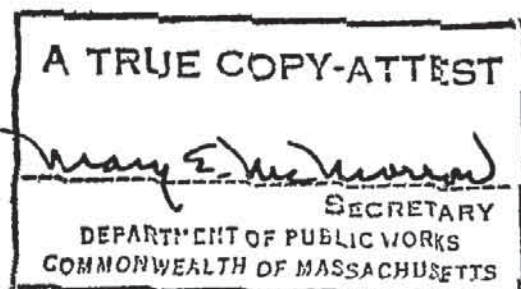
William F. Callahan

Benjamin H. Grout

Department

of

Public Work



1953

Springfield



STATE HIGHWAY LAYOUT #4078
Columbus Ave., south of South St. to north of Meadow St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 41 PAGES 92-93.

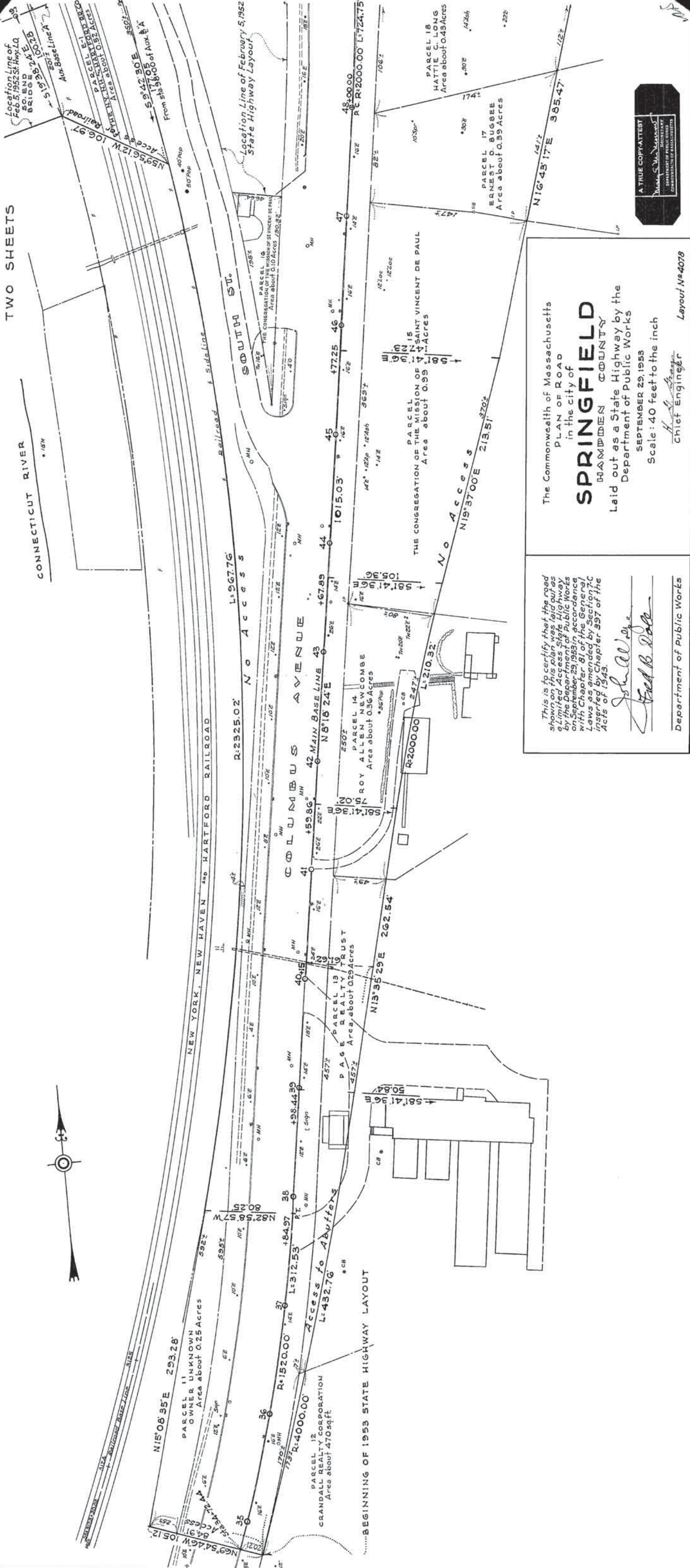
INDEXING

STATE HIGHWAY LAYOUT #4078

- Image Info** SH67003 Springfield
- Image Info** SH67003 Columbus Avenue
- Image Info** SH67003 Meadow Street
- Image Info** SH67003 South Street

TWO SHEETS

CONNECTICUT RIVER
1/8" = 100'



This is to certify that the road shown on this plan has been laid out as a State Highway by the Department of Public Works, Limited Access, State Highway, on September 29, 1953 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.

John A. ...
Fred B. ...

Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the city of
SPRINGFIELD
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works

SEPTEMBER 29, 1953

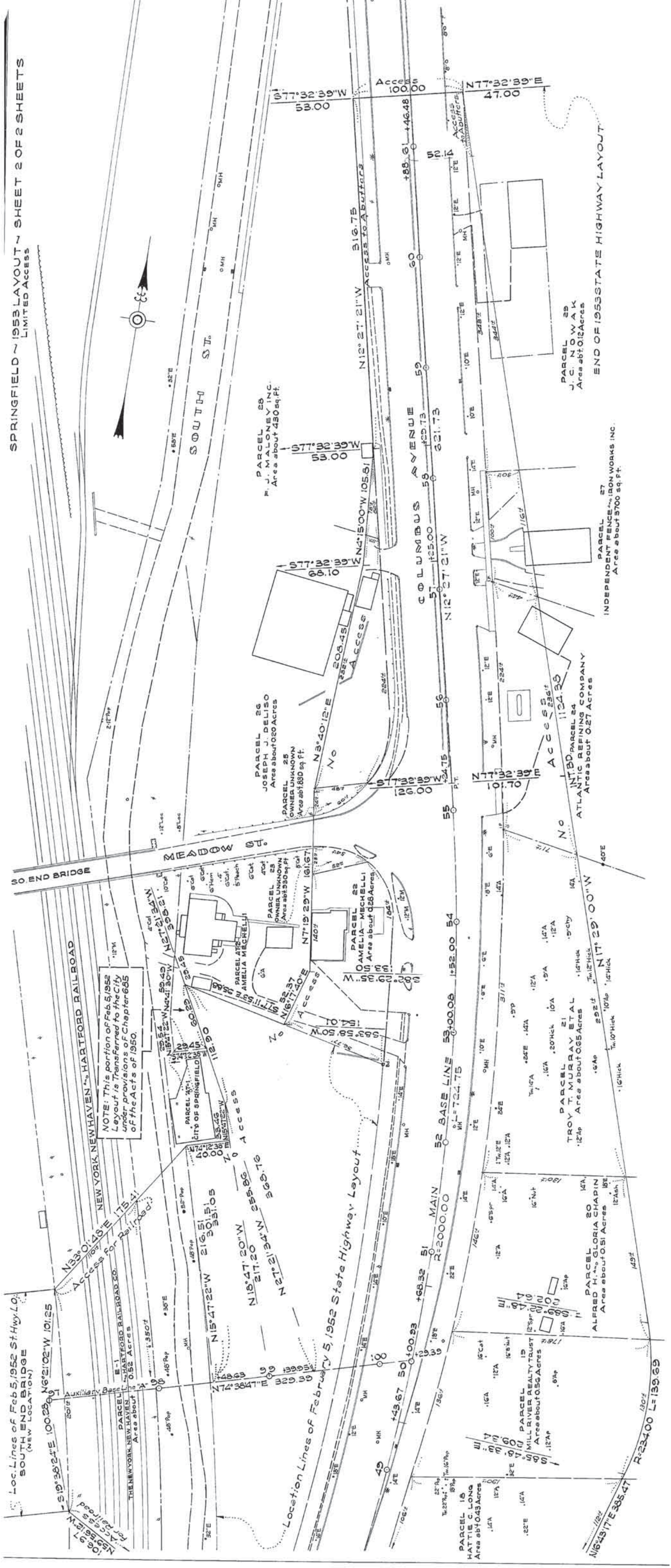
Scale: 40 feet to the inch

H. B. ...
Chief Engineer

Layout No. 4078



A TRUE COPY ATTEST
Thomas S. ...
SECRETARY
COMMONWEALTH OF MASSACHUSETTS



1954

Springfield



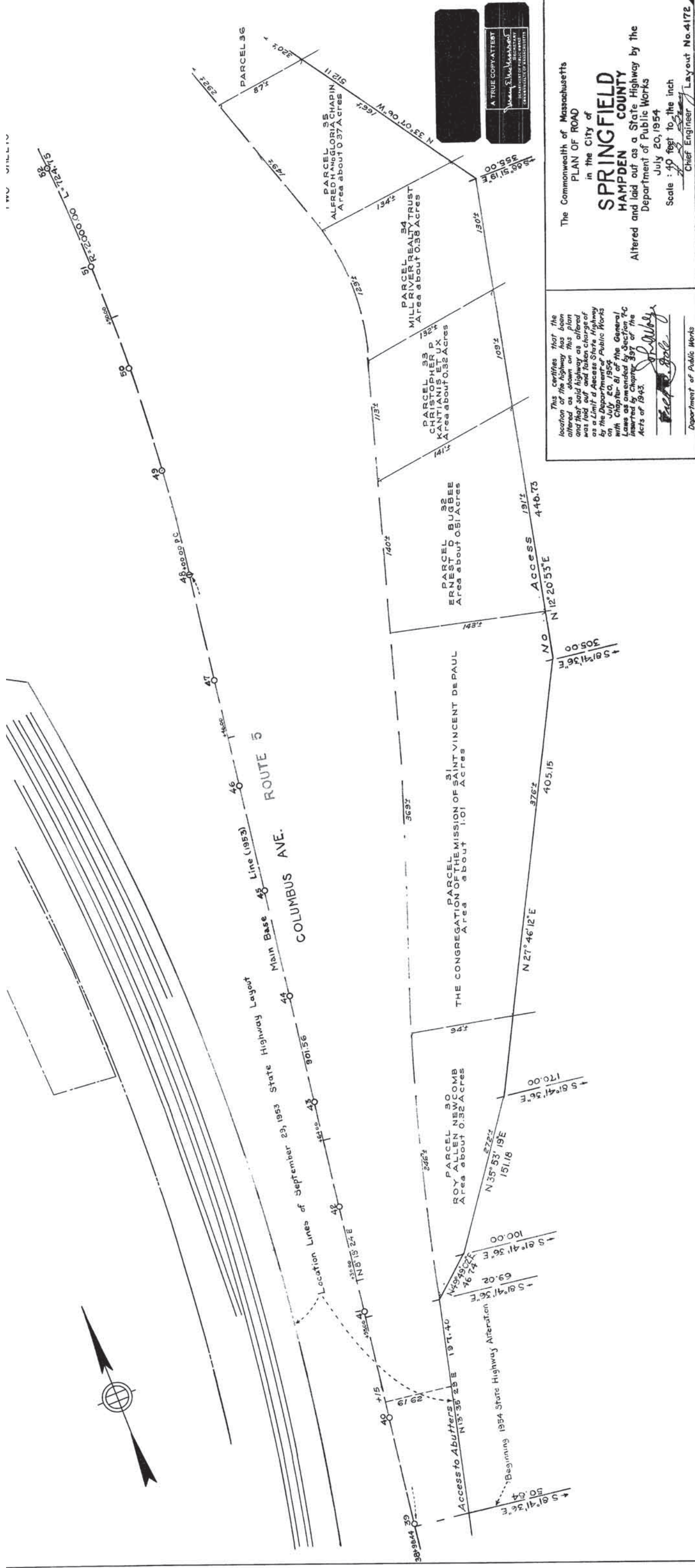
STATE HIGHWAY LAYOUT #4172
Columbus Ave., Route 5, widening along 1953 layout #4078.

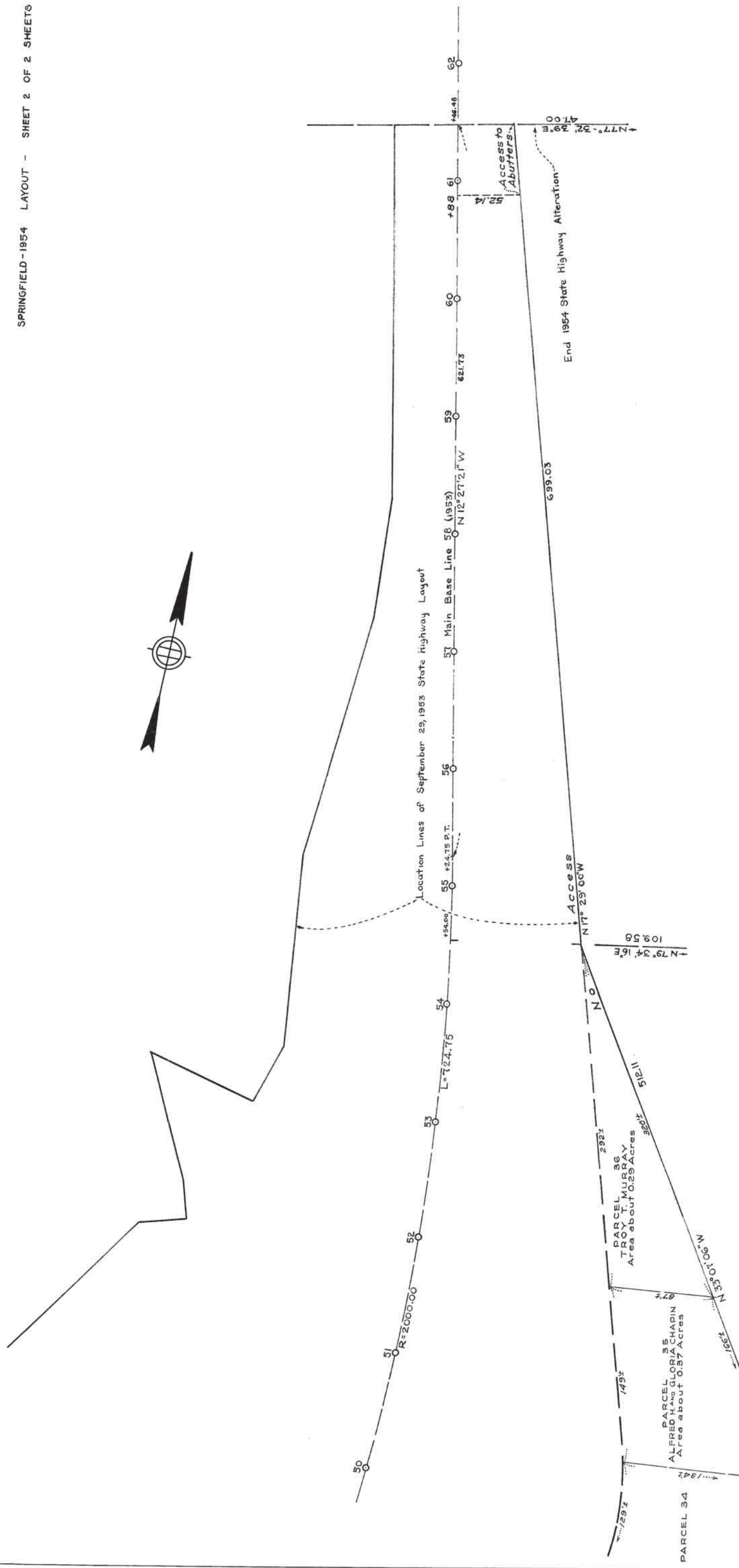
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 44 PAGES 17-18.

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STATE HIGHWAY LAYOUT #4172

Image Info SH67004 Springfield
Image Info SH67004 Columbus Avenue







The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Springfield

July 22, 1954.

Mr. Edward G. Shea,

Clerk, Hampden County Commissioners,

Court House, Springfield, Mass.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of July 20, 1954, alter the location of a section of State highway laid out in Springfield in the year 1953.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Mary E. Nicholson
Secretary.

~~Registered Mark~~

R



The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

Layout No. 4172
and Order of Taking

WHEREAS, the Department of Public Works,
acting on behalf of the Commonwealth of Massachusetts, did, under date of
September 29, 1953,
lay out and take charge of as a State highway a road in the city of Springfield,
county of Hampden, leading from
to and being known as
Columbus Avenue (Route 5)
as shown on the plans of said State highway on file in the office of the Department of Public
Works, copies of which plans have been filed in the office of the County Commissioners of said
County of Hampden, at Springfield, and in the office of the
City Clerk of said City of Springfield; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said
State highway;

NOW, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
tion thereto, the Department of Public Works adjudges that public necessity and convenience
require that the Commonwealth should alter the location of said State highway, and should
lay out and take charge of said State highway as altered, as hereinafter described, with
limited access provisions.

The alteration consists of a widening of the State highway location on Columbus Avenue (Route 5) laid out on September 29, 1953 on the easterly side thereof, being described as follows:

The base line used for the alteration is the main base line of said September 29, 1953 State highway layout.

The easterly line of location of the State highway is hereby altered and laid out beginning at a point on the easterly location line of said September 29, 1953 State highway layout bearing south $81^{\circ} 41' 36''$ east and 50.84 feet distant from station 38+98.44 of said base line and extends thence, following said 1953 location line, north $13^{\circ} 35' 29''$ east 197.40 feet to a point bearing south $81^{\circ} 41' 36''$ east and 69.02 feet distant from station 40+95.00 of said base line; thence, leaving said 1953 location line, north $49^{\circ} 49' 02''$ east 46.74 feet to a point bearing south $81^{\circ} 41' 36''$ east and 100.00 feet distant from station 41+37.00 of said base line; thence north $35^{\circ} 53' 19''$ east 151.18 feet to a point bearing south $81^{\circ} 41' 36''$ east and 170.00 feet distant from station 42+64.00 of said base line; thence north $27^{\circ} 46' 12''$ east 495.15 feet to a point bearing south $81^{\circ} 41' 36''$ east and 395.00 feet distant from station 46+46.00 of said base line; thence north $12^{\circ} 20' 53''$ east 448.73 feet to a point bearing south $80^{\circ} 51' 19''$ east and 355.00 feet distant from station 50+50.00 of said base line; thence north $33^{\circ} 07' 06''$ west 512.11 feet to a point, again on said 1953 location line, bearing north $79^{\circ} 34' 16''$ east and 109.58 feet distant from station 54+54.00 of said base line; thence, following said 1953 location line, north $17^{\circ} 29' 00''$ west 699.03 feet to a point at the end of the alteration bearing north $77^{\circ} 32' 39''$ east and 47.00 feet distant from station 61+46.48 of said base line.

The westerly line of location of the State highway is not affected by this alteration, remaining unchanged as laid out in 1953.

The easterly line of location of the State highway is hereby altered and laid out is further defined by bounds set thereon at angle points and at the beginning and end of the alteration.

The limited access provisions of the September 29, 1953 State highway layout are hereby voided, insofar as applicable to that portion of the easterly location line thereof extending between points thereon bearing south $81^{\circ} 41' 36''$ east and 69.02 feet distant from station 40+95.00 and north $79^{\circ} 34' 16''$ east and 109.58 feet distant from station 54+54.00.

The right of access to and egress from the State highway location is limited, being permitted across the location line of the alteration hereinbefore described only as follows:

Access to and egress from said location is allowed the abutters between points on said location line opposite stations 38+98.44 and 40+15 and 50.84 feet and 61.62 feet distant respectively from said stations, and also between points on said location line opposite stations 60+88 and 61+46.48 and 52.14 feet and 47.00 feet distant respectively from said stations.

Note: The aforesaid stations are all points on the aforesaid base line of the September 29, 1953 layout.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 556 of the Acts of 1952, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinafore described, including all trees and structures located thereon, situated in the city of Springfield, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the city of Springfield which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by H. G. Gray, Chief Engineer, and signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Altered and laid out as a State Highway by the Department of Public Works July 20, 1954. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

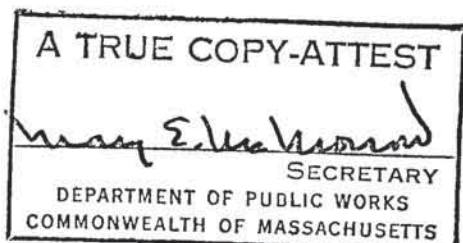
<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
30	Roy Allen Newcomb	0.32 acres	\$1.00
31	The Congregation of the Mission of Saint Vincent DePaul	1.01 acres	1.00
32	Ernest D. Bugbee	0.51 acres	1.00
33	Christopher P. Kantianis et ux	0.32 acres	1.00
34	Hill River Realty Trust	0.38 acres	1.00
35	Alfred H. and Gloria Chapin	0.37 acres	1.00
36	Troy T. Murray	0.29 acres	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the city in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twentieth day of July, 1954.



<u>John A. Volpe</u>	}	Department
<u>Fred B. Dole</u>		of
		Public Works

Columbus Avenue
(Route 5)

Springfield

Filed-July 30, 1954

1955

Springfield



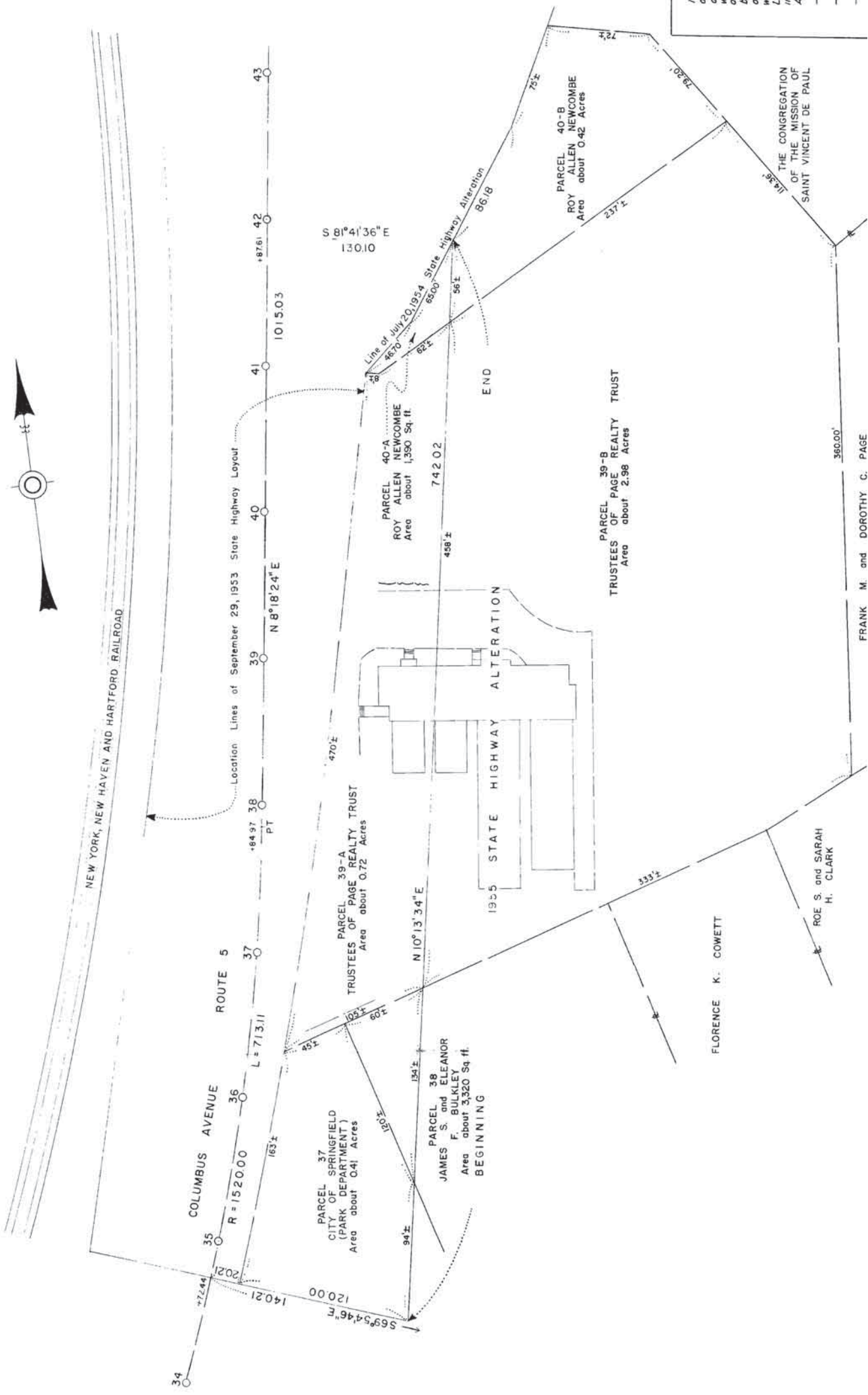
STATE HIGHWAY LAYOUT #4346
Columbus Ave., Route 5, widening at the east line near station 40.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 53 PAGE 3(a).

INDEXING

STATE HIGHWAY LAYOUT #4346

Image Info SH67005 Springfield
Image Info SH67005 Columbus Avenue



This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of by the Department of Public Works by the Department of Public Works with Chapter 81 of the General Laws as amended by Section 7-C of the Acts of 1953.

Frank M. and Dorothy C. Page
Department of Public Works



The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
SPRINGFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
September 13, 1955
Scale: 40 feet to the inch



The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC WORKS

Layout No. 4346
and Order of Taking

WHEREAS, the Department of Public Works,
acting on behalf of the Commonwealth of Massachusetts, did, under date of
September 29, 1953 and July 20, 1954,
lay out and take charge of as a State highway a road in the city of SPRINGFIELD,
county of Hampden leading from
to and being known as
Columbus Avenue (Route 5),
as shown on the plans of said State highway on file in the office of the Department of Public
Works, copies of which plans have been filed in the office of the County Commissioners of said
County of Hampden, at Springfield, and in the office of the
City Clerk of said City of Springfield; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said
State highway;

Now, THEREFORE, acting under the provisions of Chapter eighty-one of the General Laws,
as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addi-
tion thereto, the Department of Public Works adjudges that public necessity and convenience
require that the Commonwealth should alter the location of said State highway, and should
lay out and take charge of said State highway as altered, as hereinafter described., with
limited access provisions.

The alteration is located on Columbus Avenue, so called (Route 5), and consists of a widening of the State highway location laid out on September 29, 1953 and previously altered on July 20, 1954, on the easterly side thereof, beginning at the southerly end of said 1953 layout and extending thence northerly about 740 feet to a point on the easterly location line of said 1954 alteration, being more fully described as follows:

The base line used for this alteration is identical with that used for said 1953 layout and said 1954 alteration.

The easterly location line of the State highway hereby altered and laid out begins at the point marking the southerly end of the easterly location line of said September 29, 1953 State highway layout, said point bearing south $69^{\circ} 54' 46''$ east and being 20.21 feet distant from the point of beginning of the aforesaid base line shown on plan as station 34+72.44, and extends thence, leaving said 1953 location line, south $69^{\circ} 54' 46''$ east 120.00 feet to a point bearing south $69^{\circ} 54' 46''$ east and 140.21 feet distant from said station 34+72.44; thence north $10^{\circ} 13' 34''$ east 742.02 feet to a point at the end of the alteration, on the easterly location line of the aforesaid July 20, 1954 State highway alteration, bearing south $81^{\circ} 41' 36''$ east and 130.10 feet distant from station 41+87.61 of said base line.

The westerly location line of the State highway is not affected by this alteration and remains unchanged, as laid out on September 29, 1953.

The easterly location line of the State highway hereby altered and laid out is further defined by bounds set thereon at angle points and at the points of beginning and ending thereof.

The right of access to and egress from the State highway location is limited, and no access to or egress from said location is permitted across the easterly location line hereinbefore described.

In connection with the foregoing layout certain land outside the limits of the State highway location hereinbefore described and adjoining said State highway location, whose right of access has been acquired by the taking for said layout, is hereby taken in fee simple, including all trees and structures located thereon in behalf of the Commonwealth of Massachusetts under authority of Chapter 583 of the Acts of 1949. Said land is shown on the plan hereinafter referred to as Parcels 39-B and 40-B, said parcels being described as follows:

Parcel 39-B. A parcel of land supposed to be owned by Trustees of the Page Realty Trust, located on the easterly side of the State highway location hereinbefore described, bounded westerly by the easterly location line of said State highway about 458 feet; northwesterly by land now or formerly of Roy Allen Newcombe about 237 feet; northeasterly by land now or formerly of the Congregation of the Mission of Saint Vincent DePaul 114.36 feet; easterly by land now or formerly of Frank M. and Dorothy C. Page 360.00 feet; and southeasterly by land now or formerly of Roe S. and Sarah H. Clark, by land now or formerly of Florence K. Cowett and by land now or formerly of James S. and Eleanor F. Bulkley about 333 feet, containing about 2.98 acres.

Parcel 40-B. A parcel of land supposed to be owned by Roy Allen Newcombe, located on the easterly side of the State highway location hereinbefore described, bounded westerly by the easterly location line of said State highway about 56 feet; northwesterly by the easterly location line established for the State highway on July 20, 1954 along two courses measuring 86.18 feet and about 75 feet respectively; northerly and northeasterly by land now or formerly of the Congregation of the Mission of St. Vincent DePaul about 72 feet and 79.20 feet respectively; and southeasterly by land now or formerly of the Trustees of the Page Realty Trust about 237 feet, containing about 0.42 acres.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the city of Springfield, county of Hampden, all of said land being taken in fee simple, the supposed owners thereof being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the city of Springfield which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by H. G. Gray, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Altered and laid out as a State Highway by the Department of Public Works September 13, 1955. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
37	City of Springfield	0.41 acres	
38	James S. and Eleanor F. Bulkley	3,320 sq. ft.	\$1.00
39-A	Trustees of Page Realty Trust	0.72 acres	1.00
39-B	Trustees of Page Realty Trust	2.98 acres	1.00
40-A	Roy Allen Newcombe	1,390 sq. ft.	1.00
40-B	Roy Allen Newcombe	0.42 acres	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the City in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this thirteenth day of September, 1955.

John A. Volpe

Department

of

Lewis J. Fritz

Public Works

A TRUE COPY-ATTEST

Doris B. Worthen

Assistant Secretary
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

1956

Springfield



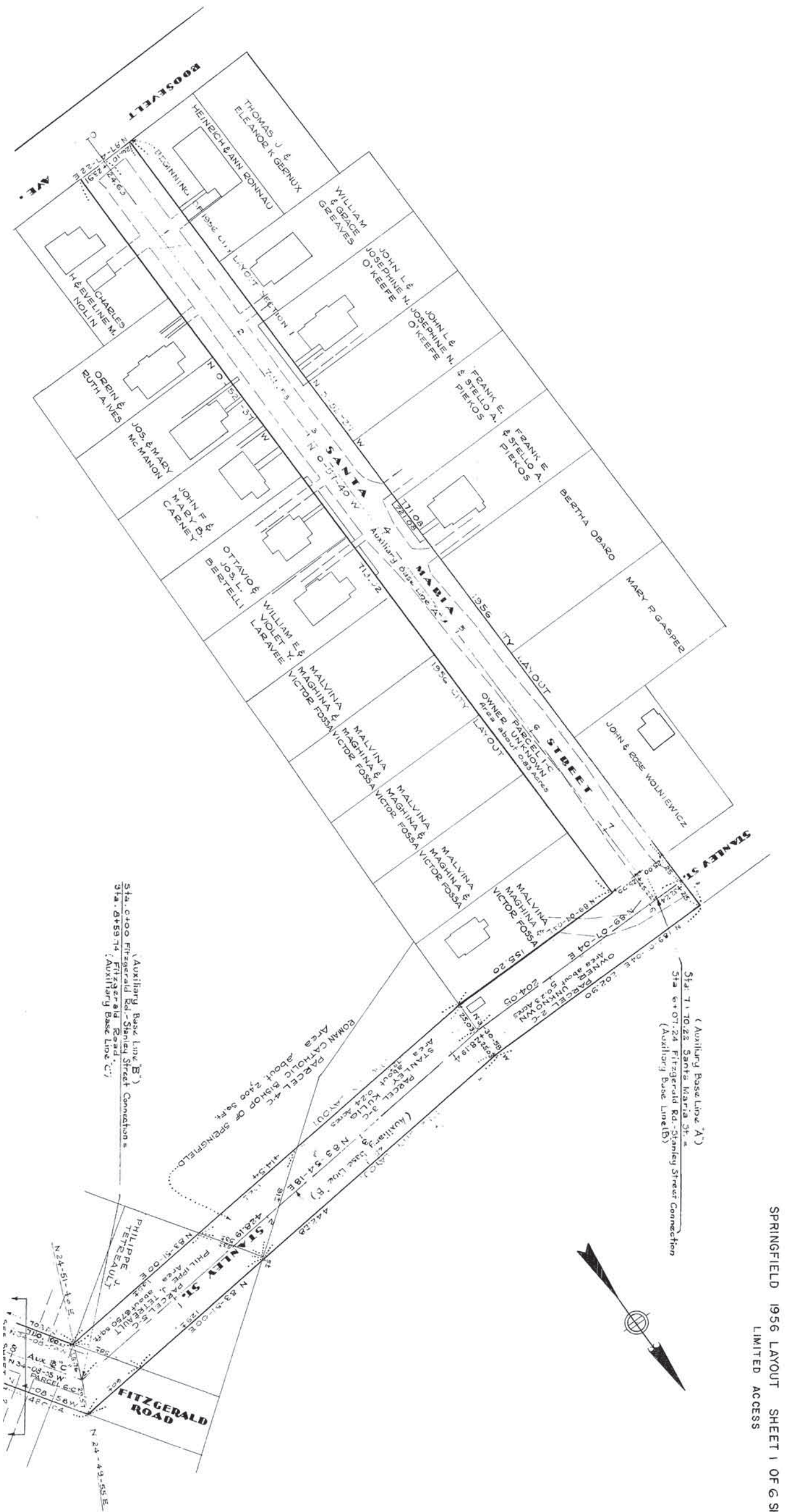
STATE HIGHWAY LAYOUT #4431
Route 20, section known as the "Springfield Connection" near Chicopee line.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 55 PAGES 70-80.

INDEXING

STATE HIGHWAY LAYOUT #4431

- Image Info SH67006 Springfield
- Image Info SH67006 Chicopee
- Image Info SH67006 Route 20
- Image Info SH67006 Springfield Connection



SPRINGFIELD 1956 LAYOUT SHEET 1 OF 6 SHEETS
LIMITED ACCESS

PLANS PREPARED BY
CHARLES A. MAGUIRE & ASSOCIATES

This certifies that the sections of road marked on this plan "City Layout" were laid out in the city of SPRINGFIELD by the Massachusetts Department of Public Works on March 27, 1956 under authority of Chapter 448 of the Acts of 1948

Ed B. Dole
Department of Public Works

This certifies that the road shown on this plan was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on March 27, 1956 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.

Ed B. Dole
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the city of

SPRINGFIELD
HAMPSHIRE COUNTY

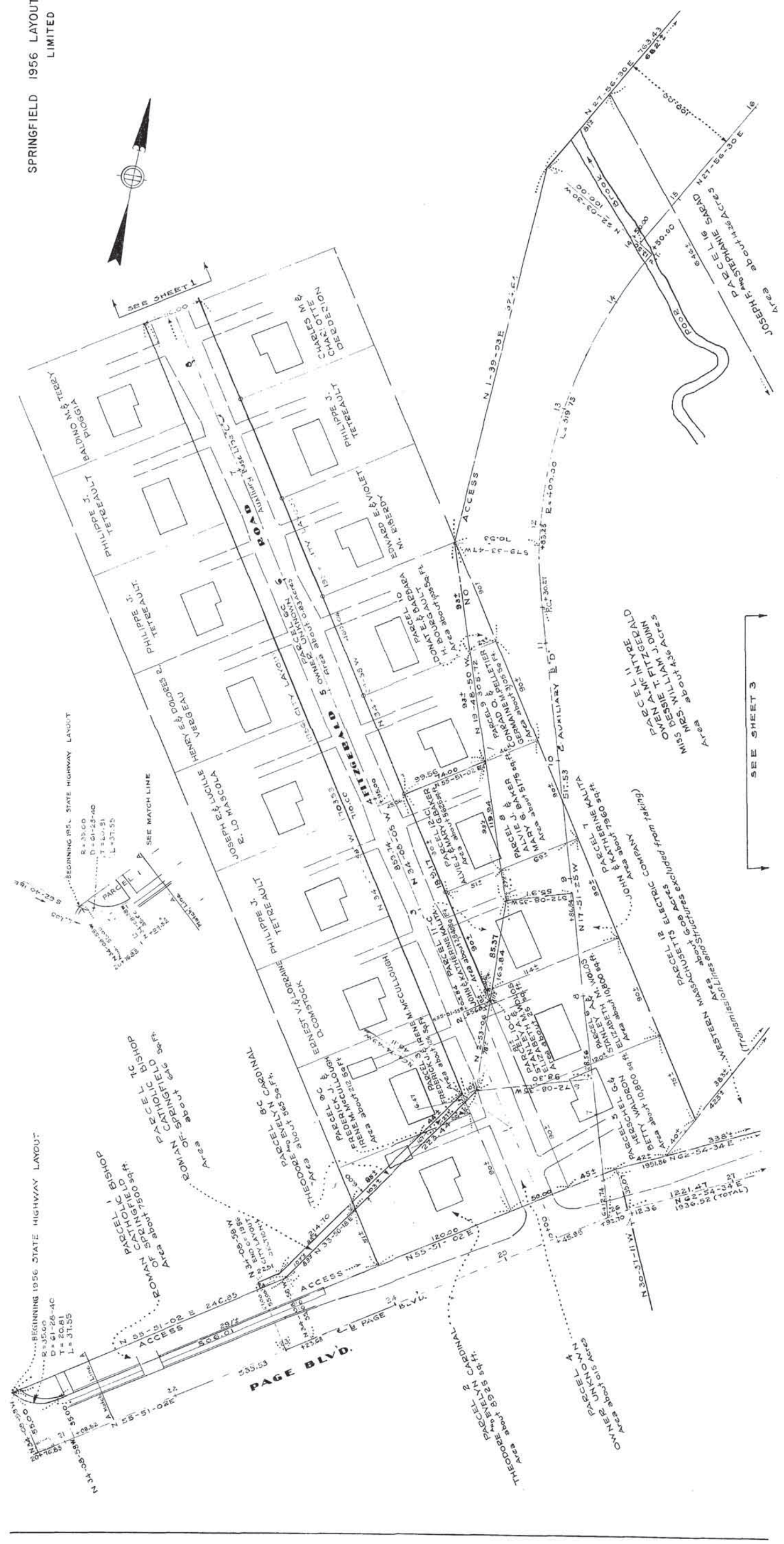
Laid out as a State Highway by the
Department of Public Works

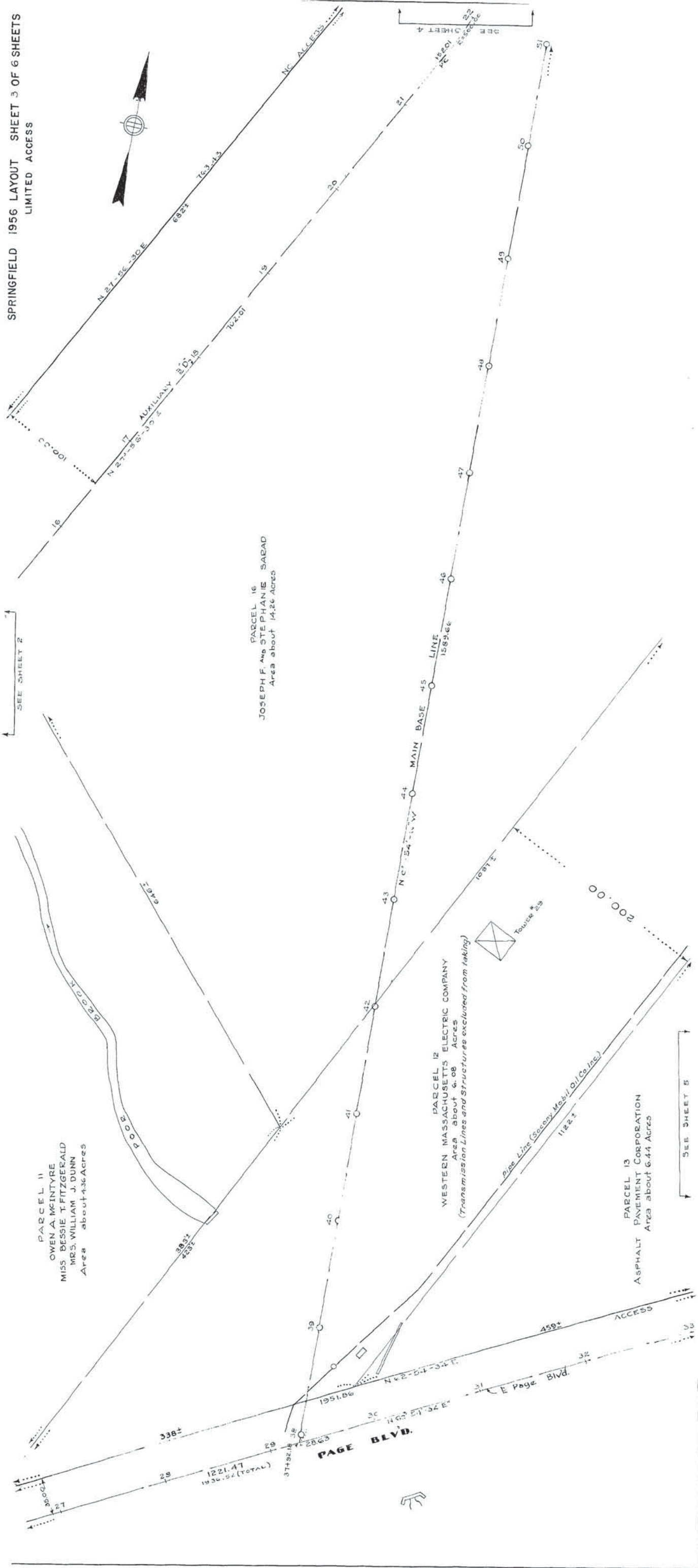
March 27, 1956

Scale: 40 feet to the inch

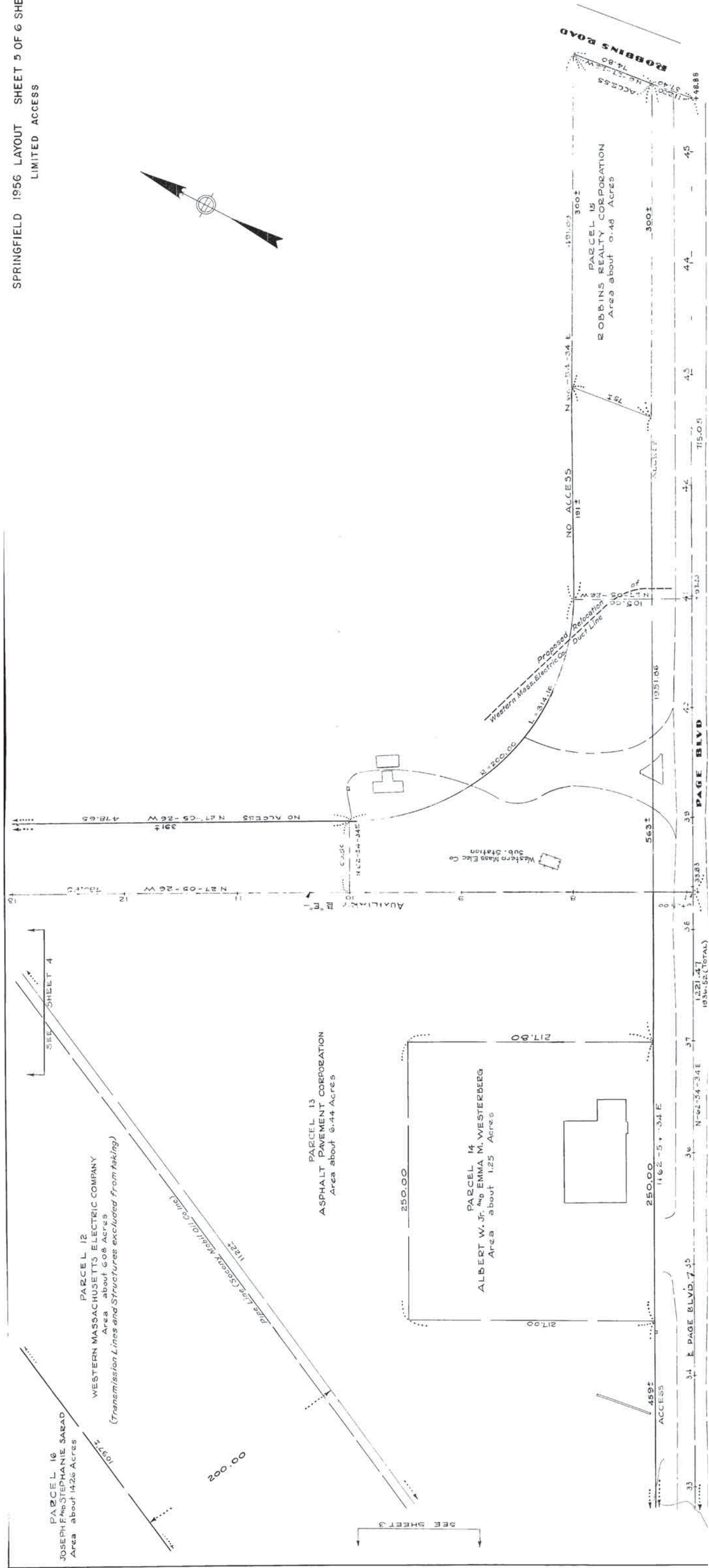
Ed B. Dole
Chief Engineer

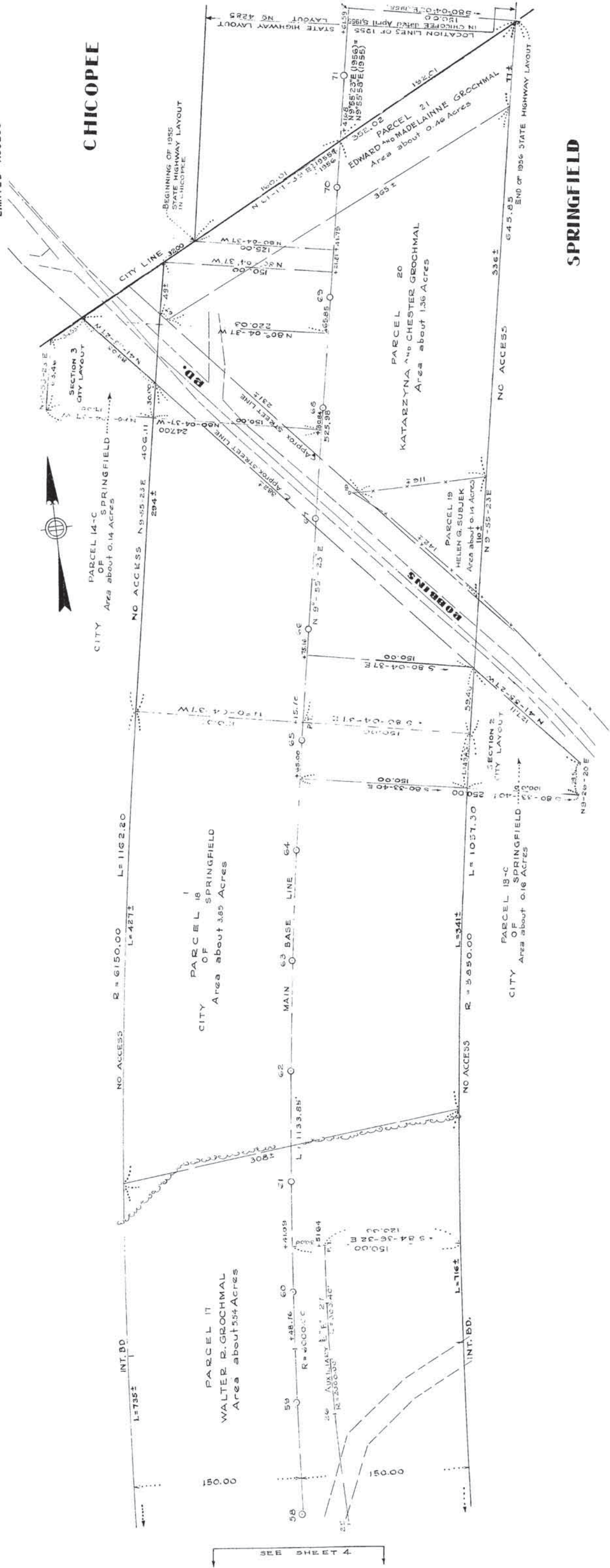
Layout No. 4431











THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 4431
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on December 7, 1955, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a limited access State highway a road in the city of Springfield, county of Hampden.

The layout consists of establishing a State highway location for a portion of the "Springfield Connection", so called, beginning at the northwesterly street line of Page Boulevard and extending northerly about 0.61 of a mile to the dividing line between the city of Springfield and the city of Chicopee at the southerly end of the State highway location in the city of Chicopee laid out on April 5, 1955 (Layout No. 4285).

The State highway location hereby laid out is more fully described as follows:

The main base line for the layout begins at a point in the existing roadway of Page Boulevard about 360 feet northeasterly of Fitzgerald Road, so called, said point being on a line midway between the street lines thereof, said midway line being called base line of Page Boulevard as shown on plan and hereinafter described. Station 29+28.63 on base line of Page Boulevard is identical with station 37+92.18 of the main base line.

The main base line beginning at station 37+92.18 extends thence north $0^{\circ} 54' 16''$ west 1589.66 feet; thence by a curve to the right of 6000.00 feet radius 1133.85 feet; thence north $9^{\circ} 55' 23''$ east 525.98 feet to a point at the end of the layout on the dividing line between the city of Springfield and the city of Chicopee, said point being shown on plan as station 70+41.68.

(Note: Said main base line if extended north $9^{\circ} 55' 23''$ east would be coincident with the base line of location of the aforesaid

April 5, 1955 State highway layout shown on plan thereof as bearing north $9^{\circ} 55' 58''$ east)

The length of the State highway hereby laid out is about 3,210 feet.

An auxiliary base line "base line of Page Boulevard" begins at a point about 445 feet southwesterly of Fitzgerald Road, shown on plan as station 20+76.83, and extends thence north $55^{\circ} 51' 02''$ east 535.53 feet; thence north $62^{\circ} 54' 34''$ east 1936.52 feet to the point of ending thereof opposite Robbins Road, so called, shown on plan as station 45+48.88. (Note: station 29+28.63 of the base line of Page Boulevard is identical with station 37+92.18 of the main base line hereinbefore described.)

An auxiliary base line "D" begins at a point shown on plan as station 6+12.74, said point being identical with station 25+92.70 of said base line of Page Boulevard, and extends thence north $17^{\circ} 51' 25''$ west 517.53 feet; thence by a curve to the right of 400.00 feet radius 319.73 feet to a point shown on plan as station 14+50.00; then begins again at a point bearing north $62^{\circ} 03' 30''$ west and 13.50 feet distant from said station 14+50.00, said point being also station 14+50.00, and extends north $27^{\circ} 56' 30''$ east 702.01 feet; thence by a curve to the left of 500.00 feet radius 251.73 feet to the point of ending thereof shown on plan as station 24+03.74, said point bearing south $89^{\circ} 05' 44''$ west and being 30.00 feet distant from station 53+09.13 of the main base line hereinbefore described.

An auxiliary base line "E" begins at a point shown on plan as station 6+95.00, said point being identical with station 38+33.83 of the aforesaid base line of Page Boulevard, and extends thence north $27^{\circ} 05' 26''$ west 783.65 feet to a point shown on plan as station 14+78.65; then begins again at a point bearing north $62^{\circ} 54' 34''$ east and 13.50 feet distant from said station 14+78.65, said point being also station 14+78.65, and extends northwesterly by a curve to the left of 500.00 feet radius 137.22 feet; thence north $42^{\circ} 48' 54''$ west 316.95 feet; thence by a curve to the right of 500.00 feet radius 344.83 feet; thence north $3^{\circ} 18' 03''$ west 170.59 feet; thence by a curve to the right of 2000.00 feet radius 303.40 feet to the point of ending thereof shown on plan as station 27+51.64, said point bearing south $84^{\circ} 36' 32''$ east and being 30.00 feet distant from station 60+41.09 of the main base line hereinbefore described.

An auxiliary base line "A" on Santa Maria Street begins at a point on the northerly street line of Roosevelt Avenue, said point being shown on plan as station 0+24.69, and extends thence north $0^{\circ} 57' 40''$ west 745.53 feet to a point shown on plan as station 7+70.22, said point being identical with station 6+07.24 of auxiliary base line "B" hereinafter described.

An auxiliary base line "B" on Stanley Street begins at a point in the existing roadway of Fitzgerald Road, shown on plan as station 0+00, said point being identical with the point of ending

of auxiliary base line "C" hereinafter described, shown on plan as station 8+59.74, and extends thence south $83^{\circ} 54' 18''$ west 428.19 feet; thence south $89^{\circ} 07' 04''$ west 204.05 feet to the point of ending thereof in the existing roadway of Stanley Street, so called, opposite Santa Maria Street, said point being shown on plan as station 6+32.24.

An auxiliary base line "C" on Fitzgerald Road begins at a point shown on plan as station 0+00, said point being identical with station 25+45.95 of the base line of Page Boulevard hereinbefore described, and extends thence north $34^{\circ} 03' 05''$ west 859.74 feet to the point of ending thereof shown on plan as station 8+59.74.

The westerly location line of the State highway hereby laid out begins at a point on the northwesterly street line of Page Boulevard, bearing north $34^{\circ} 03' 58''$ west and 55.00 feet distant from the point of beginning of the base line of Page Boulevard hereinbefore described shown on plan as station 20+76.83, and extends thence, leaving said street line, north $55^{\circ} 51' 02''$ east 246.85 feet to a point bearing north $34^{\circ} 03' 58''$ west and 55.00 feet distant from station 23+23.68 of said base line of Page Boulevard; thence north $33^{\circ} 50' 18''$ east 223.44 feet to a point bearing south $72^{\circ} 08' 35''$ west and 98.30 feet distant from station 7+28.56 of auxiliary base line "D" hereinbefore described; thence north $2^{\circ} 53' 05''$ west 163.84 feet to a point bearing south $72^{\circ} 03' 35''$ west and 55.97 feet distant from station 8+86.84 of said auxiliary base line "D"; thence north $19^{\circ} 43' 59''$ west 305.72 feet to a point bearing south $79^{\circ} 33' 47''$ west and 70.53 feet distant from station 11+83.23 of said auxiliary base line "D"; thence north $1^{\circ} 39' 03''$ east 324.64 feet to a point bearing north $62^{\circ} 03' 30''$ west and 100.00 feet distant from the northwesternmost station 14+50.00 of said auxiliary base line "D"; thence north $27^{\circ} 56' 30''$ east 763.43 feet to a point bearing south $89^{\circ} 05' 44''$ west and 150.00 feet distant from station 51+69.94 of the main base line hereinbefore described; thence north $0^{\circ} 54' 16''$ west 211.90 feet to a point bearing south $89^{\circ} 05' 44''$ west and 150.00 feet distant from station 53+81.84 of said main base line; thence by a curve to the right of 6150.00 feet radius 1162.20 feet to a point bearing north $80^{\circ} 04' 37''$ west and 150.00 feet distant from station 65+15.70 of said main base line; thence north $9^{\circ} 55' 23''$ east 406.11 feet to a point on the dividing line between the city of Springfield and the city of Chicopee, bearing north $80^{\circ} 04' 37''$ west and 150.00 feet distant from station 69+21.81 of said main base line; thence following said dividing line north $61^{\circ} 17' 39''$ east 32.00 feet to a point at the end of the layout bearing south $61^{\circ} 17' 39''$ west and 160.01 feet distant from the point of ending of said main base line shown on plan as station 70+41.68.

The easterly location line of the State highway hereby laid out begins at a point marking the junction of the northwesterly street line of Page Boulevard and the westerly street line of Robbins Road, bearing north $6^{\circ} 27' 26''$ west and 37.40 feet distant from the point of ending of the base line of Page Boulevard

hereinbefore described, shown on plan as station 45+48.88; and extends thence north $6^{\circ} 27' 26''$ west 74.80 feet along the westerly street line of Robbins Road to a point bearing north $6^{\circ} 27' 26''$ west and 112.20 feet distant from said station 45+48.88; thence leaving said street line and extending south $62^{\circ} 54' 34''$ west 491.09 feet to a point bearing north $27^{\circ} 05' 26''$ west and 105.00 feet distant from station 40+97.33 of said base line of Page Boulevard; thence by a curve to the right of 200.00 feet radius 314.16 feet to a point bearing north $62^{\circ} 54' 34''$ east and 63.50 feet distant from station 10 of auxiliary base line "E" hereinbefore described; thence north $27^{\circ} 05' 26''$ west 478.65 feet to a point bearing north $62^{\circ} 54' 34''$ east and 50.00 feet distant from the northeasternmost station 14+78.65 of said auxiliary base line "E"; thence by a curve to the left of 550.00 feet radius 150.95 feet to a point bearing north $47^{\circ} 11' 06''$ east and 50.00 feet distant from station 16+15.87 of said auxiliary base line "E"; thence north $42^{\circ} 48' 54''$ west 316.95 feet to a point bearing north $47^{\circ} 11' 06''$ east and 50.00 feet distant from station 19+32.82 of said auxiliary base line "E"; thence north $47^{\circ} 11' 06''$ east 10.00 feet to a point bearing north $47^{\circ} 11' 06''$ east and 60.00 feet distant from said station 19+32.82; thence northwesterly as shown on plan by a curve to the right of 440.00 feet radius 164.57 feet to a point bearing north $89^{\circ} 54' 04''$ east and 150.00 feet distant from station 54+31.29 of the main base line hereinbefore described; thence northerly as shown on plan by another curve to the right, not compounded to the curve back, of 5850.00 feet radius 1057.30 feet to a point bearing south $80^{\circ} 04' 37''$ east and 150.00 feet distant from station 65+15.70 of said main base line; thence north $9^{\circ} 55' 23''$ east 645.85 feet to a point at the end of the layout on the dividing line between the city of Springfield and the city of Chicopee, said point bearing north $61^{\circ} 17' 39''$ east and being 192.01 feet distant from the point of ending of said main base line shown on plan as station 70+41.68.

The southerly end of the State highway hereby laid out is defined by that portion of the northwesterly street line of Page Boulevard beginning at a point bearing north $34^{\circ} 08' 58''$ west and 55.00 feet distant from station 20+76.83 of the aforesaid base line of Page Boulevard, said point marking the point of beginning of the westerly location line thereof hereinbefore described, and extending thence south $62^{\circ} 40' 18''$ east 1.95 feet; thence by a curve to the left of 35.00 feet radius 37.55 feet to a point bearing north $34^{\circ} 08' 58''$ west and 35.00 feet distant from station 21+08.52 of said base line of Page Boulevard; thence north $55^{\circ} 51' 02''$ east 506.01 feet to a point bearing north $30^{\circ} 37' 11''$ west and 35.07 feet distant from station 26+12.36 of said base line of Page Boulevard; thence north $62^{\circ} 54' 34''$ east 1951.86 feet to the point of beginning of the easterly location line of the State highway layout hereinbefore described, said point bearing north $6^{\circ} 27' 26''$ west and being 37.40 feet distant from the point of ending of said base line of Page Boulevard shown on plan as station 45+48.88.

The westerly and easterly location lines and the southerly end of the layout above described are further defined by bounds to be set thereon at angle points, points of curvature, at the beginning

and end of the layout, and at intermediate points on both location lines opposite station 59+48.76 of the aforesaid main base line.

The right of access to and egress from the State highway location is limited, being permitted across the location lines hereinbefore described only as follows:

1. Free access to and egress from said location is allowed -
 - (a) Across the westerly location line between points thereon bearing north $34^{\circ} 08' 58''$ west and 55.00 feet distant respectively from stations 20+76.83 and 23+23.68 of the aforesaid base line of Page Boulevard.
 - (b) At Robbins Road, across the easterly location line between points thereon bearing north $6^{\circ} 27' 26''$ west and 37.40 feet and 112.20 feet distant respectively from the point of ending of said base line of Page Boulevard shown on plan as station 45+48.88.
 - (c) Across the line defining the southerly end thereof for its entire length.
2. Access to and egress from said location, across the easterly location line thereof, is allowed the Western Massachusetts Electric Co., its successors or assigns, for the purpose of maintaining and operating such overhead or underground power lines as now extend across said location line or will so extend upon completion of the highway to be constructed within said State highway location. Said access-egress is, however, to be confined to the loci of said utilities and to the minimum widths necessary to accomplish the above purposes.
3. Access to and egress from said location, across the easterly location line thereof, is allowed the Socony Mobil Oil Co., Inc., its successors or assigns, for the purpose of maintaining and operating a pipe line for the conveyance of oil as now extends across said location line or will so extend upon completion of the highway to be constructed within said State highway location. Said access-egress is, however, to be confined to the locus of said pipe line and to the minimum width necessary to accomplish the above purposes.
4. Access to and egress from said location is allowed the owners of utility structures crossing the location lines thereof for the purpose of patrolling and maintaining said structures, but only at the minimum widths necessary to effect said purposes.

Item 1 of the above described access-egress items is indicated on the plan hereinafter referred to.

In connection with the laying out of the State highway as hereinbefore described it is necessary to lay out three sections of highway in behalf of the city of Springfield. Said sections of highway are hereby so laid out under the provisions of Chapter 448 of the Acts of 1948, being described as follows:

Section 1

The first section of highway hereby laid out in behalf of the City of Springfield is located on Santa Maria Street, Stanley Street and Fitzgerald Road.

The westerly-northerly-northeasterly location line of the first section of highway hereby laid out in behalf of the City of Springfield begins at a point on the northerly street line of Roosevelt Avenue, bearing south $87^{\circ} 47' 22''$ west and 26.10 feet distant from the point of beginning of auxiliary base line "A" hereinbefore described shown on plan as station 0+24.69, and extends thence along the westerly side of Santa Maria Street north $0^{\circ} 52' 37''$ west 771.08 feet to a point on the northerly side of Stanley Street bearing north $0^{\circ} 52' 37''$ west and 25 feet distant from the point of ending of auxiliary base line "B" hereinbefore described shown on plan as station 6+32.24; thence along the northerly side of Stanley Street north $89^{\circ} 07' 04''$ east 202.90 feet to a point bearing north $3^{\circ} 30' 58''$ west and 25.03 feet distant from station 4+28.19 of said auxiliary base line "B"; thence, leaving said side of Stanley Street, and extending north $83^{\circ} 51' 00''$ east 442.28 feet to a point on the northeasterly side of Fitzgerald Road bearing north $24^{\circ} 49' 55''$ east and 29.57 feet distant from the point of beginning of said auxiliary base line "B" shown on plan as station 0+00; thence along said side of Fitzgerald Road south $34^{\circ} 08' 58''$ east 480.04 feet to a point bearing north $55^{\circ} 51' 02''$ east and 25.56 feet distant from station 3+95.00 of auxiliary base line "C" hereinbefore described; thence leaving said side of Fitzgerald Road and extending north $55^{\circ} 51' 02''$ east 74.00 feet to a point at the end of this section on the westerly location line of the State highway layout hereinbefore described, said point bearing north $55^{\circ} 51' 02''$ east and being 99.56 feet distant from said station 3+95.00.

The easterly-southerly-southwesterly location line of the first section of highway hereby laid out in behalf of the City of Springfield begins at a point on the northerly street line of Roosevelt Avenue bearing north $87^{\circ} 47' 22''$ east and 23.91 feet distant from the point of beginning of the aforesaid auxiliary base line "A" shown on plan as station 0+24.69, and extends thence along the easterly side of Santa Maria Street north $0^{\circ} 52' 37''$ west 719.92 feet to a point on the southerly side of Stanley Street bearing north $89^{\circ} 07' 04''$ east and 25.00 feet distant from station 7+45.22 of said auxiliary base line "A"; thence along said side of Stanley Street north $89^{\circ} 07' 04''$ east 155.20 feet to a point bearing south $3^{\circ} 30' 58''$ east and 25.03 feet distant from station 4+28.19 of the aforesaid auxiliary base line "B"; thence leaving said side of Stanley Street and extending north $83^{\circ} 51' 00''$ east 414.54 feet to a point on the southwesterly side

of Fitzgerald Road bearing south $24^{\circ} 51' 46''$ west and 28.76 feet distant from the point of beginning of said auxiliary base line "B" shown on plan as station 0+00; thence along said side of Fitzgerald Road south $34^{\circ} 08' 58''$ east 703.53 feet to a point bearing north $64^{\circ} 34' 49''$ west and 48.11 feet distant from station 1 of the aforesaid auxiliary base line "C"; thence, leaving said side of Fitzgerald Road and extending parallel to and 6.00 feet distant northwesterly from the westerly location line of the State highway layout hereinbefore described south $33^{\circ} 50' 18''$ west 214.70 feet; thence south $55^{\circ} 51' 02''$ west 22.51 feet to a point bearing north $34^{\circ} 08' 58''$ west and 61.00 feet distant from station 23 of the base line of Page Boulevard hereinbefore described; thence south $34^{\circ} 08' 58''$ east 6.00 feet to a point at the end of this section on the westerly location line of the State highway layout hereinbefore described, said point bearing north $34^{\circ} 08' 58''$ west and being 55.00 feet distant from said station 23.

Section 2

The second section of highway hereby laid out in behalf of the City of Springfield comprises a widening on the southwesterly side of Robbins Road adjoining the easterly location line of the State highway layout hereinbefore described.

The southwesterly location line of the second section of highway hereby laid out in behalf of the City of Springfield begins at a point on said State highway location line bearing south $80^{\circ} 33' 40''$ east and 150.00 feet distant from station 64+65.00 of the main base line hereinbefore described, and extends thence, leaving said State highway location line, south $80^{\circ} 33' 40''$ east 100.00 feet to a point bearing south $80^{\circ} 33' 40''$ east and 250.00 feet distant from said station 64+65.00; thence north $9^{\circ} 26' 20''$ east 29.52 feet to a point at the end of this section on the existing southwesterly street line of Robbins Road.

Section 3

The third section of highway hereby laid out in behalf of the City of Springfield comprises a widening on the southwesterly side of Robbins Road adjoining the westerly location line of the State highway layout hereinbefore described and the dividing line between the cities of Springfield and Chicopee.

The southwesterly location line of the third section of highway hereby laid out in behalf of the City of Springfield begins at a point on said State highway location line bearing north $80^{\circ} 04' 37''$ west and 150.00 feet distant from station 67+80.84 of the main base line hereinbefore described, and extends thence, leaving said State highway location line, north $80^{\circ} 04' 37''$ west 97.00 feet to a point bearing north $80^{\circ} 04' 37''$ west and 247.00 feet distant from said station 67+80.84; thence north $9^{\circ} 55' 23''$ east 63.46 feet to a point on the dividing line between the cities of Springfield and Chicopee; thence,

following said dividing line, north $61^{\circ} 17' 39''$ east 34.53 feet to a point at the end of this section on the existing southwesterly street line of Robbins Road, said point bearing north $80^{\circ} 04' 37''$ west and being 220.03 feet distant from station 68+65.85 of said main base line.

The lines defining the locations of the sections of city highway hereby laid out are further defined by bounds set thereon at angle points and at the points of beginning and ending thereof.

An easement is hereby granted to the Western Massachusetts Electric Co., its successors or assigns, within the State highway location hereinbefore described, consisting of the right to construct, maintain and use duct lines for the transmission of power, and necessary appurtenances therefor, and with the right of free ingress and egress to construct, operate, maintain and, from time to time, alter, replace, repair and remove same in such manner as in the opinion of this Department will not interfere with the use of said highway. Said easement is, however, to be confined to the locus of said utility as relocated (shown on sheet 5 of the plan hereinafter referred to), and to the minimum width necessary to accomplish the foregoing.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 403 of the Acts of 1954, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (with the exception of the transmission lines and structures located in Parcel 12), situated in the city of Springfield, county of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 1 to 21, inclusive, shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting and reserving from the rights herein taken all easements for wices, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public streets and ways in the city of Springfield which are included in the foregoing description; also excepting and reserving from the rights herein taken in Parcel 12 the right of the Western Massachusetts Electric Co., its successors or assigns, to operate, maintain and, from time to time alter, replace, repair and remove power lines and necessary appurtenances in such manner as in the opinion of this Department will not interfere with the use of the highway.

For the purpose of laying out, constructing and maintaining the sections of highway above described, the Department of Public Works, on behalf of the City of Springfield, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of Chapter 403 of the Acts of 1954, Parcels 1-C to 14-C, inclu-

sive, shown on the plan hereinafter referred to, including all trees and structures located thereon, situated in the city of Springfield, county of Hampden, excepting and reserving from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas and electricity, and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of ^{the} public to use those parts of the public streets and ways in the city of Springfield which are included in the foregoing description.

The State highway hereby laid out, the sections of city highway hereby laid out, and the aforesaid takings are shown on a plan signed by H. G. Gray, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County laid out as a State Highway by the Department of Public Works March 27, 1956. Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	Roman Catholic Bishop of Springfield	7,500 sq. ft.	\$1.00
2	Theodore and Evelyn Cardinal	8,925 sq. ft.	1.00
3	Frederick J. and Irene M. McCullough	124 sq. ft.	1.00
4	Owner unknown (Fitzgerald Road)	0.15 acres	1.00
5	Herschel G. and Betty Waldron	10,800 sq. ft.	1.00
6	Stanley A. and Elizabeth M. Wolos	10,800 sq. ft.	1.00
7	John and Katherine Kalita	7,960 sq. ft.	1.00
8	Alvie J. and Mary G. Baker	5,175 sq. ft.	1.00
9	Conrad O. and Germaine M. Pelletier	3,105 sq. ft.	1.00
10	Donat E. and Barbara H. Bourgault	1,035 sq. ft.	1.00
11	Owen A. McIntyre, Miss Bessie T. Fitzgerald and Mrs. William J. Dunn	4.36 acres	1.00
12	Western Massachusetts Electric Co.	6.08 acres	1.00
13.	Asphalt Pavement Corporation	6.44 acres	1.00
14	Albert W. Jr. and Emma M. Westerberg	1.25 acres	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
15	Robbins Realty Corp.	0.48 acres	\$1.00
16	Joseph F. and Stephanie Sarad	14.26 acres	1.00
17	Walter R. Grochmal	5.54 acres	1.00
18	City of Springfield	3.85 acres	1.00
19	Helen G. Subjek	0.14 acres	1.00
20	Katarzyna and Chester Grochmal	1.36 acres	1.00
21	Edward and Madelainne Grochmal	0.46 acres	1.00
1-C	Owner Unknown (Santa Maria St.)	0.83 acres	1.00
2-C	Owner Unknown (Stanley St.)	0.23 acres	1.00
3-C	Stanley Kulig	0.24 acres	1.00
4-C	Roman Catholic Bishop of Springfield	2,400 sq. ft.	1.00
5-C	Philippe J. Tetreault	6,750 sq. ft.	1.00
6-C	Owner Unknown (Fitzgerald Road)	0.83 acres	1.00
7-C	Roman Catholic Bishop of Springfield	646 sq. ft.	1.00
8-C	Theodore and Evelyn Cardinal	565 sq. ft.	1.00
9-C	Frederick J. and Irene M. McCullough	212 sq. ft.	1.00
10-C	Stanley A. and Elizabeth M. Wolos	25 sq. ft.	1.00
11-C	John and Katherine Kalita	2,840 sq. ft.	1.00
12-C	Alvie J. and Mary G. Baker	5,625 sq. ft.	1.00
13-C	City of Springfield	0.16 acres	1.00
14-C	City of Springfield	0.14 acres	1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

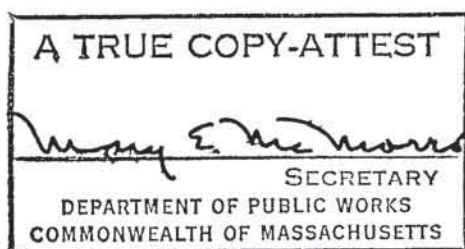
Voted, That said new or existing way, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed

to file in the office of the County Commissioners of the County and in the office of the Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted, That the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the Clerk of the City in which said way is located, certified copies of the said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that the Department of Public Works has laid out said sections of city way in accordance with said plan.

Dated at Boston this twenty-seventh day of March, 1956.



<u>John A. Volpe</u>	} Department of Public Works
<u>Fred B. Dole</u>	
<u> </u>	

1958

Springfield



STATE HIGHWAY LAYOUT #4686
Route 5, Longhill St., Longmeadow St. to Washington St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 68 PAGES 55-63.

INDEXING

STATE HIGHWAY LAYOUT #4686

- Image Info** SH67007 Springfield
- Image Info** SH67007 Longhill Street
- Image Info** SH67007 Longmeadow Street
- Image Info** SH67007 Route 5
- Image Info** SH67007 Washington Street



Commonwealth of Massachusetts
Hamden ss.
Filed - October 21, 1958
Attest Edward J. Shea
Clerk.

A TRUE COPY-ATTEST
Mary E. McNamee
 SECRETARY
 DEPARTMENT OF PUBLIC WORKS
 COMMONWEALTH OF MASSACHUSETTS

This certifies that the section of road, marked on this plan City Layout was laid out in behalf of the City of Springfield by the Massachusetts Department of Public Works on September 30, 1958 under authority of Chapter 44B of the Acts of 1948.

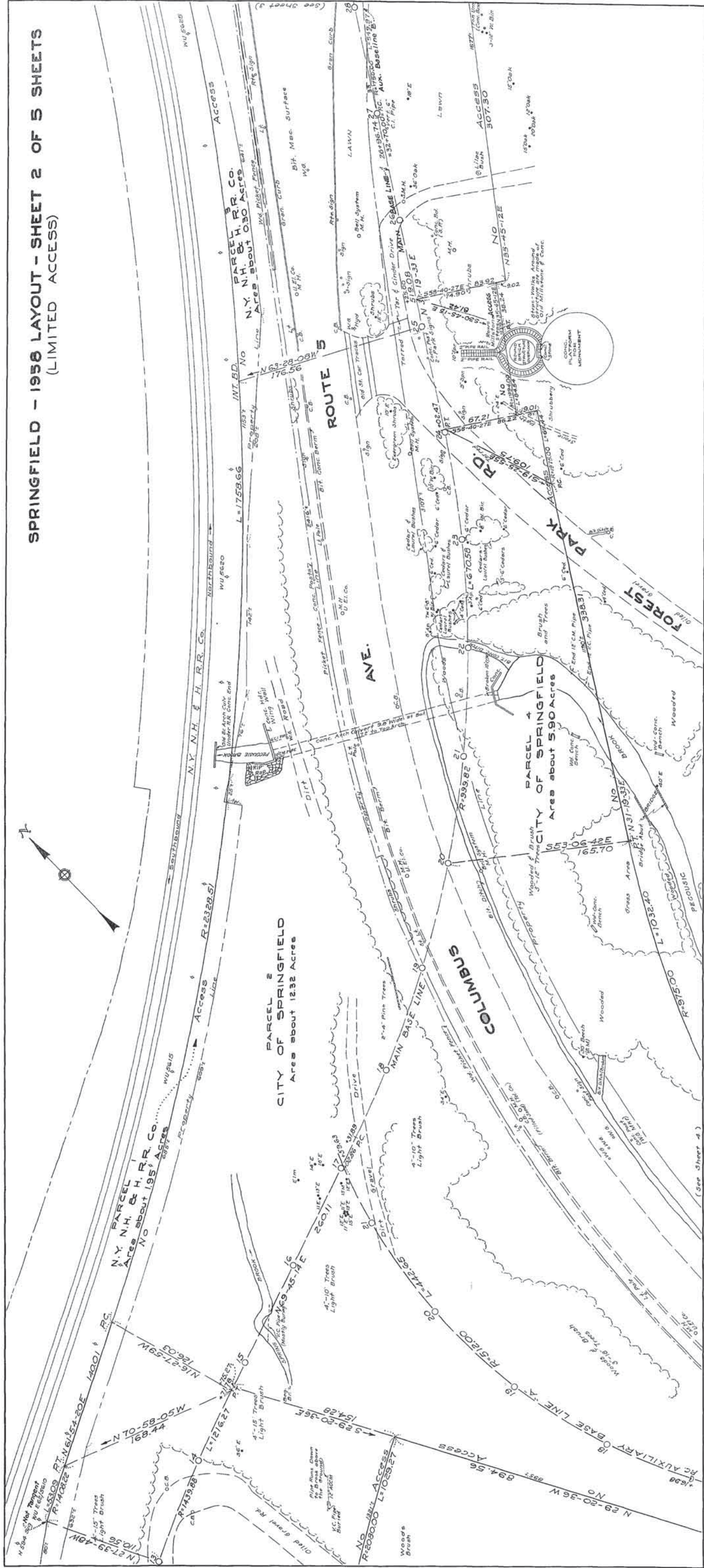
This certifies that the road shown on this plan was laid out and taken c/o of a Limited Access State Highway by the Department of Public Works on September 30, 1958 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.

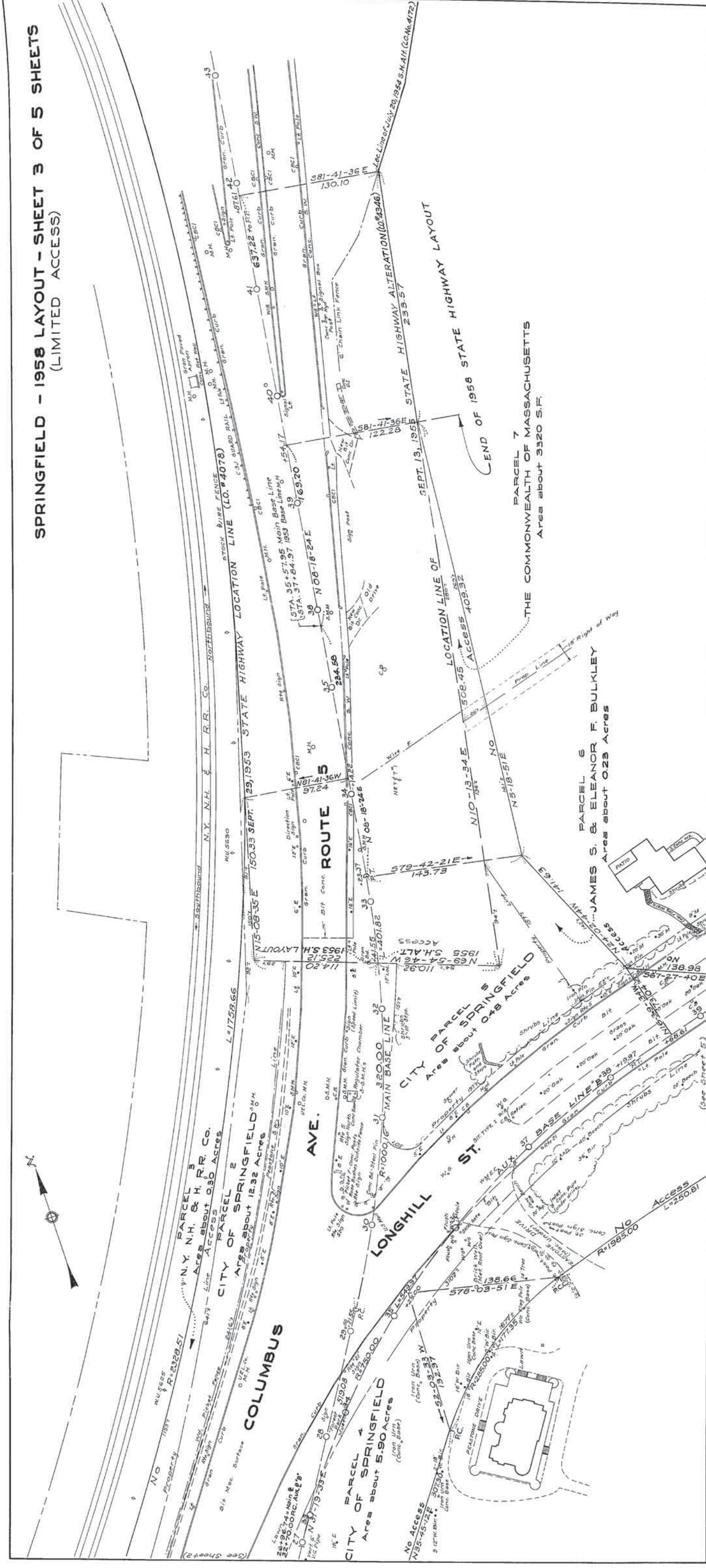
R. W. O'Connell
Frederic B. Cole
Samuel Ford

Department of Public Works

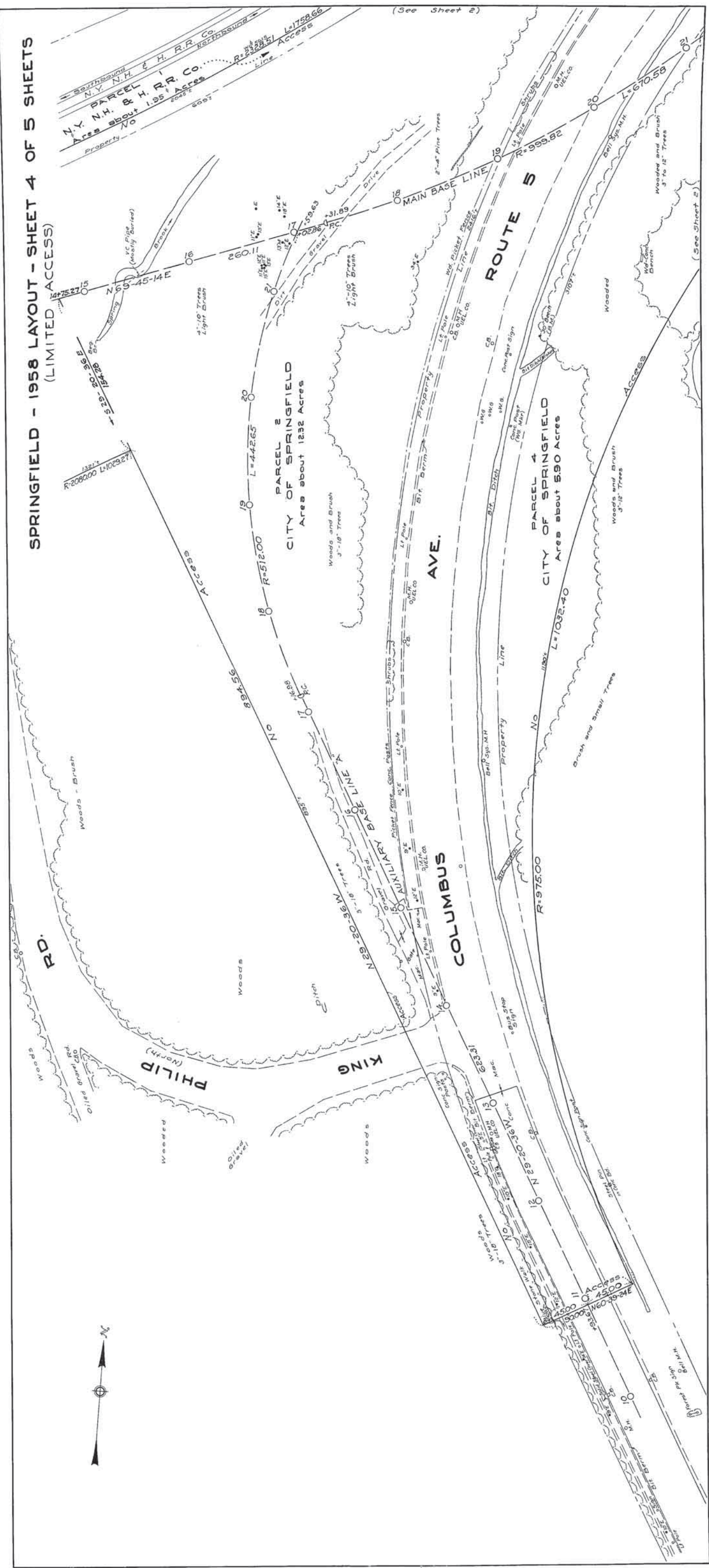
The Commonwealth of Massachusetts
PLAN OF ROAD
in the city of
SPRINGFIELD
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
SEPTEMBER 30, 1958
Scale: 40 feet to the inch
E. H. McCarty
Chief Engineer
Layout No. _____

SPRINGFIELD - 1958 LAYOUT - SHEET 2 OF 5 SHEETS
(LIMITED ACCESS)





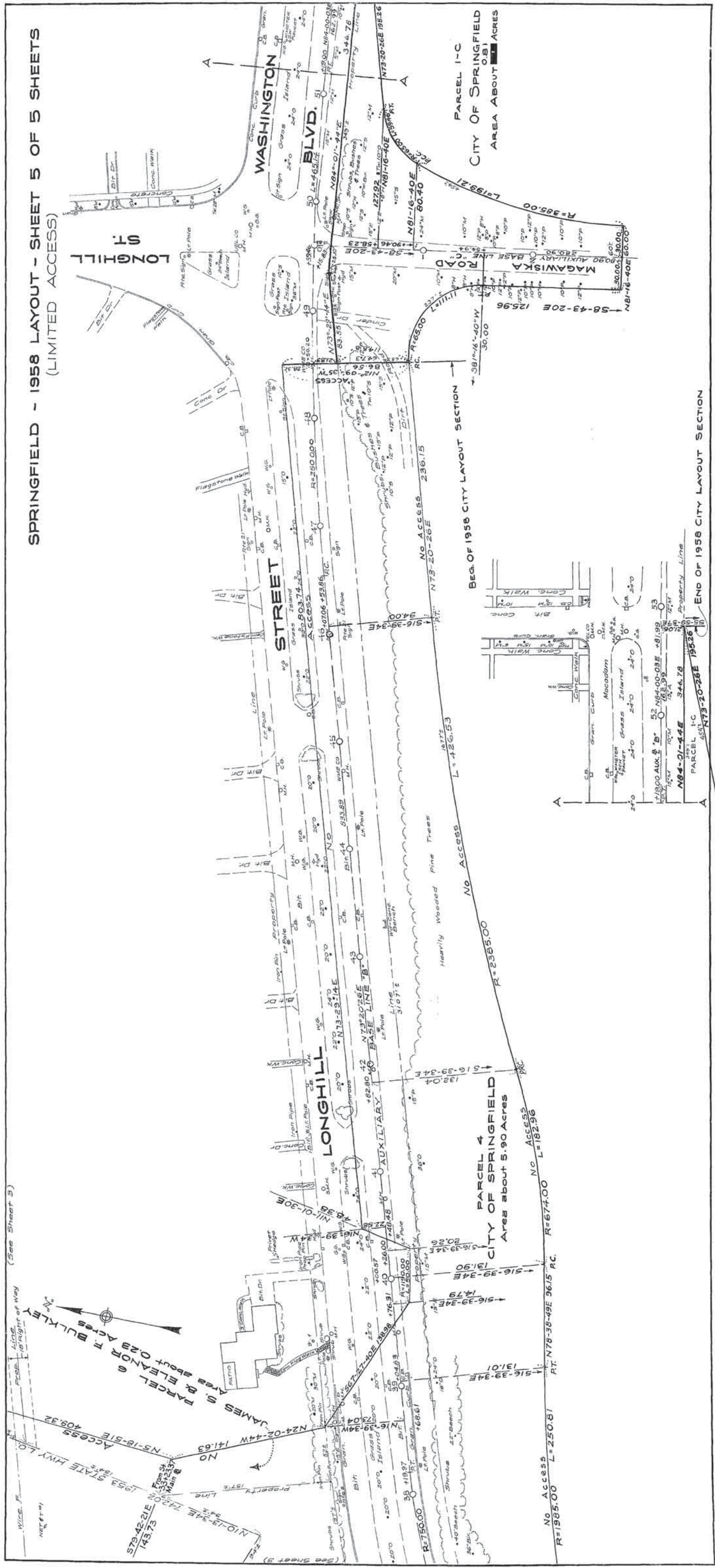
SPRINGFIELD - 1958 LAYOUT - SHEET 4 OF 5 SHEETS
(LIMITED ACCESS)



(See Sheet 2)

(See Sheet 2)

SPRINGFIELD - 1958 LAYOUT - SHEET 5 OF 5 SHEETS
(LIMITED ACCESS)





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

October 7, 1958.

Springfield
Layout No. 4686

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon certificates dated September 30, 1958, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in Springfield, and has laid out one section of highway in behalf of the City of Springfield, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and votes of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway, and the laying out of said section of highway in behalf of the city, is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

May E. McMoran
Secretary

H:ihc

Enclosures

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 4686
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on September 5, 1956, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a limited access State highway a road in the City of Springfield, County of Hampden. The layout consists of establishing a State highway location, in part on new location, with limited access provisions, for a portion of the proposed relocation of Route 5 beginning at the northerly end of the State highway location in the Town of Longmeadow, County of Hampden, laid out on September 30, 1958 (Layout No. 4685) for a portion of said Relocation of Route 5 and extending northeasterly about 0.61 of a mile to the State highway location on existing Route 5 (Columbus Avenue, so called) laid out on September 29, 1953 (Layout No. 4078) and altered on September 13, 1955 (Layout No. 4346), being more fully described as follows:

The main baseline of location for the layout is that of a survey made by Engineers of the Department in 1955 and 1956. Said main baseline begins at a point on the dividing line between the Town of Longmeadow and the City of Springfield shown on plan as station 0+00.00, said point being identical with the point of ending of the baseline of location of the aforesaid State highway layout in the Town of Longmeadow shown on plan as station 171+80.90, and extends thence, leaving said dividing line, northerly, as shown on plan, by a curve to the right of 5002.79 feet radius 251.25 feet; thence north $21^{\circ} 21' 21''$ east 4.26 feet; thence by a curve to the right of 1439.88 feet radius 1216.27 feet; thence north $69^{\circ} 45' 14''$ east 260.11 feet; thence by a curve to the left of 999.82 feet radius 670.58 feet; thence north $31^{\circ} 19' 33''$ east 519.08 feet; thence by a curve to the left of 1000.16 feet radius 401.82 feet; thence north $8^{\circ} 18' 24''$ east 234.58 feet to a point on the baseline of location of the aforesaid September 13, 1955 State highway alteration shown on plan as station 35+57.95 for the line back and as station 37+84.97 for the line ahead; thence following said 1955 baseline north $8^{\circ} 18' 24''$ east, 169.20 feet to a point at the end of the layout, shown on plan as station 39+54.17.

The length of the State highway hereby laid out is about 6000 feet, including a portion of Longhill Street and Columbus Avenue.

An auxiliary baseline "A" begins at a point in the existing roadway of Columbus Avenue about 250 feet southeasterly of the junction therewith of King Philip Road, so called, said point being shown on plan as station 10+93.67, and extends thence north $29^{\circ}20'36''$ west 623.31 feet; thence by a curve to the right of 512.00 feet radius 442.65 feet to the point of ending thereof shown on plan as station 21+59.63, said point being identical with station 17+02.86 of the main baseline hereinbefore described.

An auxiliary baseline "B" begins at a point southeasterly of Columbus Avenue, about 200 feet southwesterly of the junction therewith of Longhill Street, so called, shown on plan as station 32+70.00, said point being identical with station 26+96.74 of the main baseline hereinbefore described and extends thence northeasterly to easterly, as shown on plan, by a curve of 750.00 feet radius 549.97 feet; thence north $73^{\circ}20'26''$ east 833.89 feet; thence by a curve to the right of 2500.00 feet radius, 465.14 feet; thence north $84^{\circ}00'03''$ east 162.99 feet to the point of ending thereof shown on plan as station 52+81.99.

An auxiliary baseline "C", on Magawiska Road, so called, begins at a point shown on plan as station 0, said point being identical with station 49+59.46 of auxiliary baseline "B", hereinbefore described, and extends thence south $8^{\circ}43'20''$ east 280.90 feet to the point of ending thereof shown on plan as station 2+80.90.

The northwesterly location line of the State highway hereby laid out begins at a point on the dividing line between the Town of Longmeadow and the City of Springfield marking the northerly end of the westerly line of location of the aforesaid September 30, 1958 State highway layout in the Town of Longmeadow (L.O. No. 4685) said point bearing north $77^{\circ}14'29''$ west and being 54.35 feet distant from the point of beginning of the main baseline hereinbefore described, shown on plan as station 0+00.00, and extends thence, leaving said dividing line, northeasterly, as shown on plan, by a curve to the right of 3848.07 feet radius 302.79 feet to a point bearing north $24^{\circ}50'57''$ west and 56.52 feet distant from station 2+55.51 of said main baseline; thence south $65^{\circ}08'01''$ east 10.00 feet to a point bearing north $17^{\circ}18'54''$ west and 49.31 feet distant from said station 2+55.51; thence northeasterly, as shown on plan, by a curve to the right of 3838.07 feet radius 318.75 feet to a point bearing north $54^{\circ}45'32''$ west and 41.40 feet distant from station 6+04.45 of said main baseline; thence by another curve to the right of 1398.22 feet radius 655.62 feet to a point bearing north $66^{\circ}50'24''$ west and 120.45 feet distant from station 13 of

said main baseline; thence north $50^{\circ} 59' 47''$ east, not tangent to the line back, 80.32 feet to a point bearing north $27^{\circ} 39' 43''$ west and 110.56 feet distant from said station 13; thence by a curve to the right, not tangent to the line back, of 1408.22 feet radius 53.09 feet to a point bearing north $70^{\circ} 58' 05''$ west and 168.44 feet distant from station 14+71.78 of said main baseline; thence north $61^{\circ} 54' 20''$ east 140.01 feet to a point bearing north $16^{\circ} 27' 59''$ west and 126.03 feet distant from said station 14+71.78; thence by a curve to the left of 2328.51 feet radius 1758.66 feet to a point at the end of the layout, on the westerly line of location of the aforesaid September 29, 1953 State highway layout on Columbus Avenue, said point bearing north $81^{\circ} 41' 36''$ west and being 97.24 feet distant from station 34+14.22 of said main baseline.

The southeasterly location line of the State highway hereby laid out begins at a point on the dividing line between the Town of Longmeadow and the City of Springfield marking the northerly end of the easterly line of location of the aforesaid September 30, 1958 State highway layout in the Town of Longmeadow, (L.O. NO. 4685) said point bearing south $77^{\circ} 14' 29''$ east and being 150.77 feet distant from the point of beginning of the main baseline hereinbefore described, shown on plan as station 0+00.00, and extends thence, leaving said dividing line, northeasterly, as shown on plan, by a curve to the right of 1240.38 feet radius, 291.94 feet to a point bearing south $86^{\circ} 47' 53''$ east and 185.13 feet distant from station 2+55.51 of said main baseline; thence by another curve to the right of 2080.00 feet radius, 1029.27 feet to a point bearing south $29^{\circ} 20' 36''$ east 154.28 feet distant from station 14+75.27 of said main baseline; thence south $29^{\circ} 20' 36''$ east 894.56 feet to a point bearing south $60^{\circ} 39' 24''$ west and 45.00 feet distant from the point of beginning of auxiliary baseline "A" hereinbefore described, shown on plan as station 10+93.67; thence north $60^{\circ} 39' 24''$ east 90.00 feet to a point bearing north $60^{\circ} 39' 24''$ east and 45.00 feet distant from said station 10+93.67; thence northwesterly to northerly and northeasterly by a curve to the right of 975.00 feet radius, 1032.40 feet to a point bearing south $53^{\circ} 06' 42''$ east and 165.70 feet distant from station 20 of the aforesaid main baseline; thence north $31^{\circ} 19' 33''$ east 338.31 feet to a point bearing south $19^{\circ} 25' 55''$ east and 109.75 feet distant from station 24+02.47 of said main baseline; thence by a curve to the right of 1975.00 feet radius, 69.44 feet to a point bearing south $58^{\circ} 40' 27''$ east and 86.22 feet distant from said station 24+02.47; thence north $58^{\circ} 40' 27''$ west 19.01 feet to a point bearing south $58^{\circ} 40' 27''$ east and 67.21 feet distant from said station 24+02.47 thence northeasterly by a curve to the right of 1994.00 feet radius 84.54 feet to a point bearing south $30^{\circ} 45' 15''$ east and 81.42 feet distant from station 25+25.00 of said main baseline; thence north $35^{\circ} 45' 12''$ east, 38.24 feet to a point bearing south $58^{\circ} 40' 27''$ east and 74.90 feet distant from said station 25+25.00; thence south $58^{\circ} 40' 27''$ east

and 83.92 feet distant from said station 25+25.00; thence north $35^{\circ} 45' 12''$ east, 307.30 feet to a point bearing south $2^{\circ} 03' 33''$ west and 132.37 feet distant from station 35+25.00 of auxiliary baseline "B" hereinbefore described; thence by a curve to the right of 285.00 feet radius, 177.35 feet to a point bearing south $78^{\circ} 03' 51''$ east and 138.66 feet distant from said station 35+25.00; thence by another curve to the right of 1985.00 feet radius, 250.81 feet to a point bearing south $16^{\circ} 39' 34''$ east and 131.01 feet distant from station 39+04.83 of said auxiliary baseline "B"; thence north $78^{\circ} 38' 49''$ east, 96.15 feet to a point bearing south $16^{\circ} 39' 34''$ east and 131.90 feet distant from station 40+00.57 of said auxiliary baseline "B"; thence by a curve to the left of 674.00 feet radius 182.96 feet to a point bearing south $16^{\circ} 39' 34''$ east and 132.04 feet distant from station 41+82.80 of said auxiliary baseline "B"; thence by curve to the right of 2385.00 feet radius 426.53 feet to a point bearing south $16^{\circ} 39' 34''$ east and 94.00 feet distant from station 46+07.06 of said auxiliary baseline "B"; thence north $73^{\circ} 20' 26''$ east 236.15 feet to a point bearing south $12^{\circ} 09' 35''$ east and 86.56 feet distant from station 48+50.20 of said auxiliary baseline "B"; thence north $12^{\circ} 09' 35''$ west, 114.88 feet to a point bearing north $12^{\circ} 09' 35''$ west and 28.32 feet distant from said station 48+50.20; thence south $73^{\circ} 29' 14''$ west, 803.74 feet to a point bearing north $16^{\circ} 39' 34''$ west and 22.58 feet distant from station 40+48.48 of said auxiliary baseline "B"; thence south $11^{\circ} 01' 30''$ west, 48.38 feet to a point bearing south $16^{\circ} 39' 34''$ east and 20.26 feet distant from station 40+26.00 of said auxiliary baseline "B"; thence by a curve to the right (not tangent to the line back) of 1190.00 feet radius, 50.00 feet to a point bearing south $16^{\circ} 39' 34''$ east and 14.79 feet distant from station 39+76.31 of said auxiliary baseline "B"; thence north $67^{\circ} 27' 40''$ west, 138.98 feet to a point bearing north $16^{\circ} 39' 34''$ west and 73.04 feet distant from station 38+68.61 of said auxiliary baseline "B"; thence north $24^{\circ} 02' 44''$ west, 141.63 feet to a point bearing south $79^{\circ} 42' 21''$ east and 143.73 feet distant from station 33+23.37 of the main baseline hereinbefore described; thence north $5^{\circ} 18' 51''$ east, 409.32 feet to a point at the end of the layout, on the easterly location line of the State highway alteration of September 13, 1955 (Layout No. 4346) said point bearing south $81^{\circ} 41' 36''$ east and being 122.28 feet distant from the point of ending of the aforesaid main baseline, shown on plan as station 39+54.17.

The southerly end of the State highway location hereby laid out is defined by that portion of the dividing line between the Town of Longmeadow and the City of Springfield bearing south $77^{\circ} 14' 29''$ east and 205.12 feet in length, extending between the points of beginning of the northwesterly and southeasterly location lines hereinbefore described.

The location lines of the State highway, laid out as hereinbefore described are to be further defined by bounds set thereon

at angle points, points of curvature and at the points of beginning and ending thereof and at an intermediate point on the northwesterly location line thereof bearing north $63^{\circ} 28' 08''$ west and 176.56 feet distant from station 25 of the main baseline hereinbefore described.

ACCESS

The right of access to and egress from the State highway location is limited, being permitted across the location lines thereof, hereinbefore described, only as follows:

1. Free access to and egress from said location is allowed across the southeasterly location line thereof.

a. At Columbus Avenue, between points thereon bearing south $60^{\circ} 39' 24''$ west and north $60^{\circ} 39' 24''$ east respectively and 45.00 feet distant each from the point of beginning of auxiliary baseline "A" hereinbefore described, shown on plan as station 10+93.67.

b. Between points thereon bearing south $12^{\circ} 09' 35''$ east and north $12^{\circ} 09' 35''$ west and distant 86.56 feet and 28.32 feet respectively from station 48+50.20 of auxiliary baseline "B" hereinbefore described.

2. Free access to and egress from said State highway location is allowed across the line defining the southerly end thereof.

3. Access to and egress from said State highway location is allowed the owners of public utility structures crossing said State highway location lines for the purpose of patrolling and maintaining said structures, but only at the minimum widths necessary to effect said purposes.

4. The limited access provisions of the aforesaid September 29, 1953, and September 13, 1955 State highway layouts are hereby voided insofar as applicable to those portions of the lines of location thereof included between the points of ending of the location lines hereinbefore described, and free transit across said portions of the said 1953 and 1955 location lines is hereby allowed.

Items 1 and 2 of the foregoing access-egress items are indicated on the plan hereinafter referred to.

In connection with the laying out of the State highway hereinbefore described, it is necessary to lay out one section of highway in behalf of the City of Springfield and said section of highway is hereby so laid out under the provisions of Chapter 448 of the Acts of 1948, being described as follows:

The section of highway hereby laid out in behalf of the City of Springfield comprises the relocation and widening of a portion of Washington Boulevard and Magawiska Road, so called, on land owned by the City of Springfield shown on plan as Parcel 1-C adjoining the southeasterly location line of the State highway layout hereinbefore described, being more fully described as follows:

The location line of the section of highway hereby laid out in behalf of the City of Springfield begins at a point on the southeasterly location line of the State highway layout hereinbefore described bearing south $12^{\circ} 09' 35''$ east and 86.56 feet distant from station 48+50.20 of auxiliary baseline "B" hereinbefore described and extends thence by a curve to the right of 65.00 feet radius, 111.11 feet to a point bearing south $81^{\circ} 16' 40''$ west and 30.00 feet distant from station 1+54.94 of auxiliary baseline "C" hereinbefore described; thence south $8^{\circ} 43' 20''$ east 125.96 feet to a point bearing south $81^{\circ} 16' 40''$ west and 30.00 feet distant from station 2+80.90 of said auxiliary baseline "C"; thence north $81^{\circ} 16' 40''$ east, 60.00 feet to a point bearing north $81^{\circ} 16' 40''$ east and 30.00 feet distant from said station 2+80.90; thence northerly to northeasterly, as shown on plan, by a curve to the right of 385.00 feet radius, 199.21 feet to a point bearing north $81^{\circ} 16' 40''$ east and 80.40 feet distant from station 0+90.46 of said auxiliary baseline "C"; thence by another curve to the right of 65.00 feet radius, 59.46 feet to a point bearing north $81^{\circ} 16' 40''$ east and 127.92 feet distant from station 0+58.23 of said auxiliary baseline "C"; thence north $73^{\circ} 20' 26''$ east, 195.26 feet to a point bearing south $5^{\circ} 59' 57''$ east and 21.06 feet distant from the point of ending of auxiliary baseline "B"; hereinbefore described, shown on plan as Station 52+81.99; thence south $84^{\circ} 01' 44''$ west, 346.78 feet to a point bearing south $84^{\circ} 01' 44''$ west and 25.10 feet distant from station 0+15.83 of said auxiliary baseline "C"; thence south $73^{\circ} 29' 14''$ west, 83.55 feet to a point on the southeasterly location line of the State highway layout hereinbefore described said point bearing south $12^{\circ} 09' 35''$ east and being 21.83 feet distant from station 48+50.20 of said auxiliary baseline "B"; thence following said State highway location line south $12^{\circ} 09' 35''$ east, 64.73 feet to the point of beginning.

For the purpose of laying out, constructing and maintaining said State highway the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 718 of the Acts of 1956, all of the land not already owned by the Commonwealth of Massachusetts outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the City of Springfield, County of Hampden, all of said land being taken in fee simple, the supposed owners of Par-

cells 1 to 7 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The State highway hereby laid out, the section of highway hereby laid out in behalf of the City of Springfield and the aforesaid takings are shown on a plan signed by E. J. McCarthy, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Laid out as a State Highway by the Department of Public Works September 30, 1958 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of Layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1	N.Y., N.H. & H. R.R. Co.	1.95 acres	\$1.00
2	City of Springfield	12.32 acres	1.00
3	N.Y., N.H. & H. R.R. Co.	0.30 acres	1.00
4	City of Springfield	5.90 acres	1.00
5	City of Springfield	0.48 acres	1.00
6	James S. and Eleanor F. Bulkley	0.23 acres	1.00
7	Commonwealth of Massachusetts	3320 sq.ft.	
1-C	City of Springfield	0.81 acre	

The names of owners herein given, although supposed to be correct are such only as matters of opinion and belief.

It is therefore

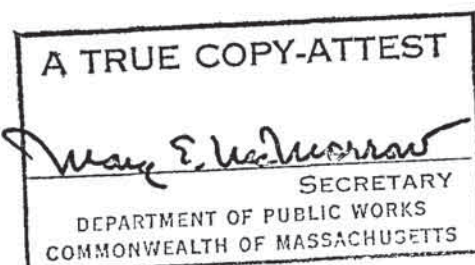
Voted, That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of

the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted, That the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out said section of City way in accordance with said plan.

Dated at Boston this thirtieth day of September, 1958.



<u>A. N. DiNatale</u>	) Department
	)
<u>Fred B. Dole</u>	) of
	)
<u>Lewis J. Fritz</u>	) Public Works

1959

Springfield



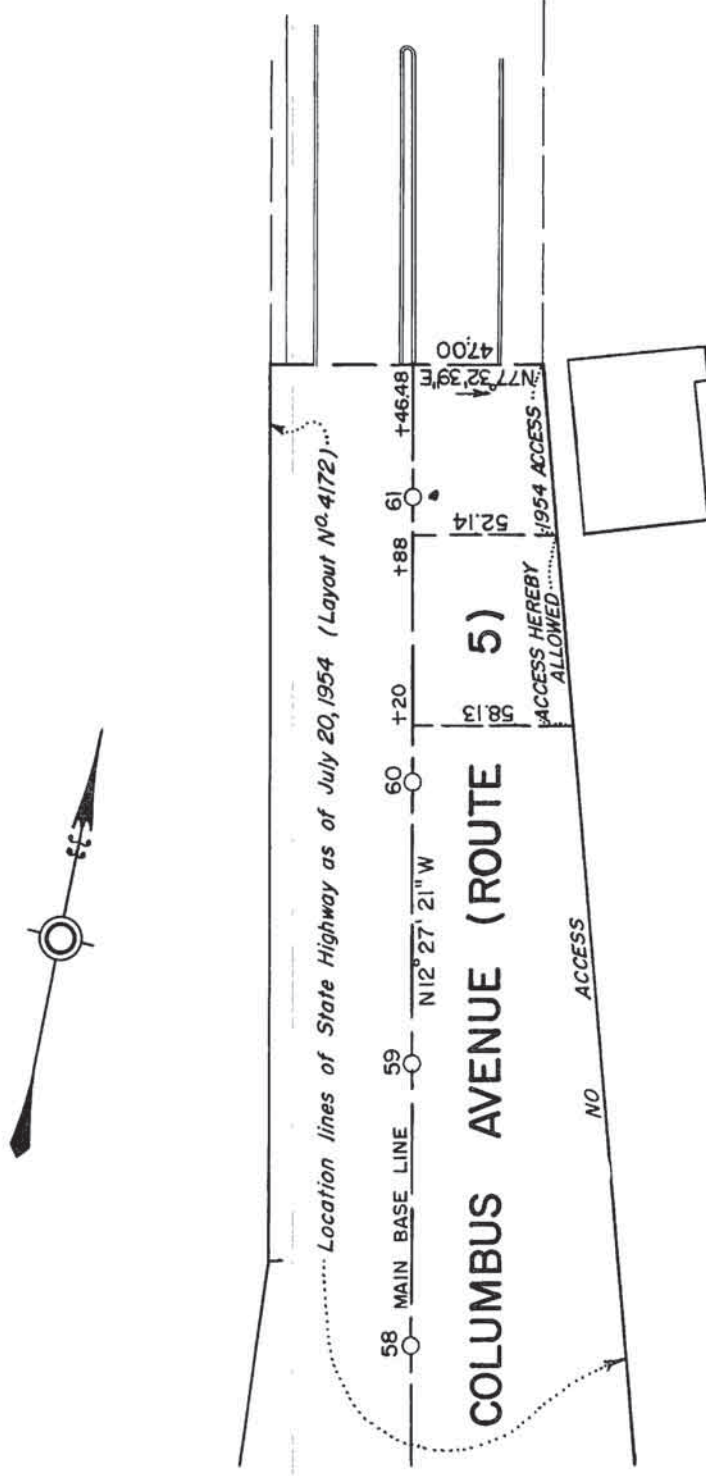
STATE HIGHWAY LAYOUT #4896
Columbus Ave., Route 5, revision
limited access provisions layout #4172.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 72 PAGE 118.

INDEXING

STATE HIGHWAY LAYOUT #4896

Image Info SH67008 Springfield
Image Info SH67008 Columbus Avenue
Image Info SH67008 Route 5



NOTE :

This alteration consists of revising the limited access provisions of the July 20, 1954 State Highway Alteration, on the easterly side thereof, as shown on this plan.

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on September 29, 1959 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.

Acts of 1943: *W. H. H. H.*

Fred B. Dole

Commonwealth of Massachusetts
Hampden Co.:

Hauptden ss.:

Filed:- October 13, 1959

Attest: Edward L. Shea
Clerk.

Clerk

A TRUE COPY-ATTEST

Mary E. McNamee
SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

Mary E. McMahon
SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of

PLAN OF ROAD
in the City of

in the City of

SPRINGFIELD

HAMPDEN COUNTY

Altered and laid out as a State Highway by the
Department of Public Works

Department of Public Works

September 29, 1959

Scale: 40 feet to the inch

F. W. C. C.
Chief Engineer

Chief Engineer

Layout No. 4896



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

*Filed
Oct. 13, 1959*

Springfield
Layout No. 4896

October 8, 1959.

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the
General Laws, Ter. Ed., the Department of Public Works
did, under date of September 29, 1959, alter the ^{limited access provisions of} ~~location of~~
a section of State highway laid out in Springfield
in the years 1953 and 1954.

A plan thereof and a certificate that said De-
partment of Public Works has laid out and taken charge
of said State highway as altered in accordance with said
plan, are sent you herewith - ~~under separate cover~~ - for
filing in your office according to the law. An attested
copy of the adjudication and vote of the Commissioners
relative to the laying out and taking charge of said State
highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as
possible the enclosed form of receipt.

Yours truly,

Mary E. McInerney
Secretary.

~~Registered Mark.~~

Enclosures

H/c

Columbus Avenue, Rte 5, Springfield

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 4896

WHEREAS, the Department of Public Works acting on behalf of the Commonwealth of Massachusetts, did, under date of September 29, 1953 (L.O. #4078) lay out and take charge of as a limited access State highway a road in the City of Springfield County of Hampden being known as Columbus Avenue (Route 5), and said Department of Public Works did, under date of July 20, 1954 (L.O. #4172) alter a portion of the location of said State highway as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said City of Springfield; and

WHEREAS, it now appears advisable to revise the limited access provisions of said State highway;

NOW, THEREFORE, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the limited access provisions of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described.

The stations hereinafter referred to are points on the main baseline of location of the aforesaid September 29, 1953 State highway layout.

The limited access provisions of the aforesaid July 20, 1954 State highway alteration are hereby voided insofar as applicable to the easterly location line thereof, extending between points thereon opposite stations 60+20 and 60+88 and 58.13 feet and 52.14 feet distant respectively therefrom and free access to and egress from said State highway is now permitted between said points.

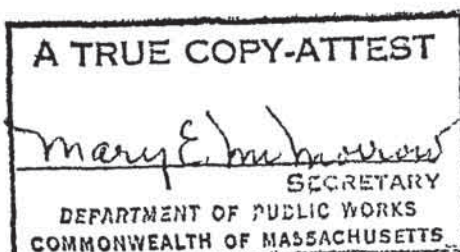
Said access-egress is located on the easterly side of Columbus Avenue and is more particularly shown on the plan hereinafter referred to.

The State highway hereby altered and laid out is shown on a plan signed by E. J. McCarthy, Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Altered and laid out as a State Highway by the Department of Public Works September 29, 1959 Scale: 40 feet to the inch", an attested copy of which plan is to be recorded in the Registry of Deeds for Hampden County, at Springfield.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County of Hampden and in the office of the City Clerk of the City of Springfield, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-ninth day of September, 1959.



A. N. DiNatale

Fred B. Dole

George C. Toumpouras

) Department

) of

) Public Works

1960

Springfield



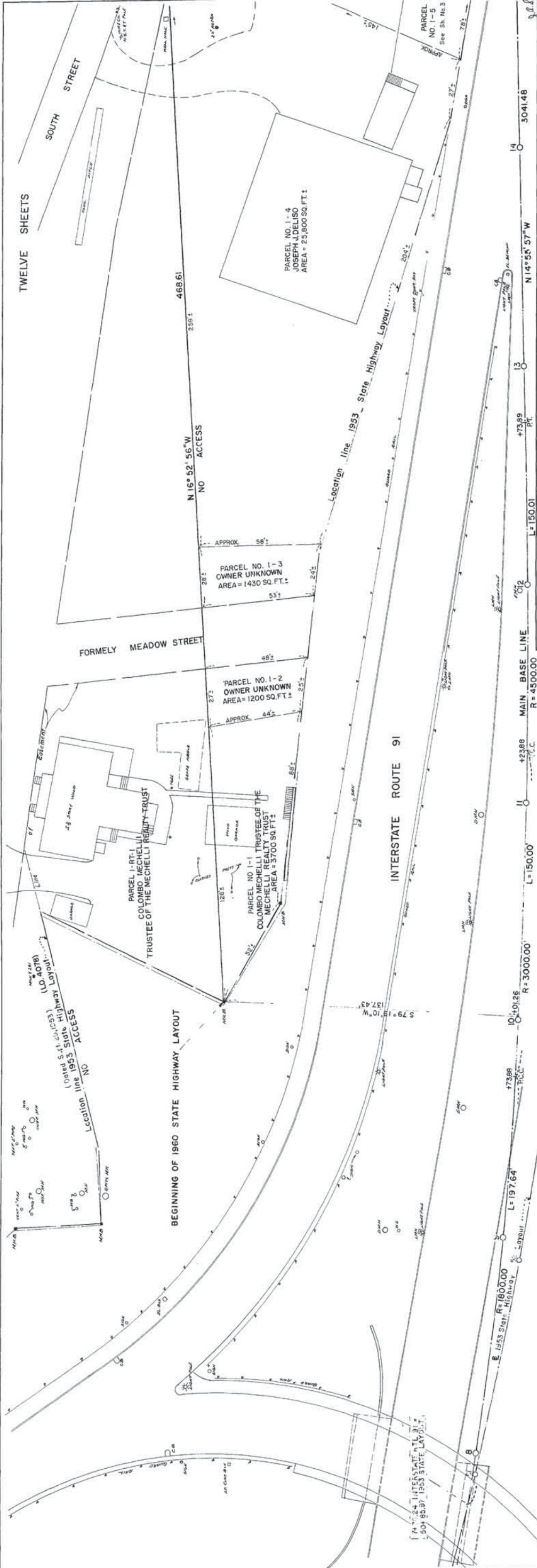
STATE HIGHWAY LAYOUT #4950
I-91, around South End Bridge, northerly to Broad St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 76 PAGES 47-69.

INDEXING

STATE HIGHWAY LAYOUT #4950

- Image Info SH67009 Springfield
- Image Info SH67009 Broad Street
- Image Info SH67009 I-91
- Image Info SH67009 South End Bridge



Twelve Sheets

PLAN OF ROAD

in the City of

SPRINGFIELD

HAMPDEN COUNTY

Laid out as a State Highway by the

Department of Public Works

MAY 31, 1960

Scale = 20 feet to the inch

Chief Engineer

Layout No. 4950

This certifies that the road shown on this plan was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on May 31, 1960, in accordance with the provisions of Chapter 77C, Acts of 1943, Chapter 397 of the Acts of 1943.

Chief Engineer

Joseph C. Thompson

Department of Public Works

This certifies that the sections of road marked on this plan "City Layout" were laid out in behalf of the City of Springfield by the Department of Public Works on May 31, 1960, in accordance with the provisions of Chapter 77C, Acts of 1943, Chapter 448 of the Acts of 1943.

Chief Engineer

Joseph C. Thompson

Department of Public Works

A TRUE COPY/ATTEST

Joseph A. Smith

JOSEPH A. SMITH

4507

RECORDING CLERK

COMMONWEALTH OF MASSACHUSETTS

Plans prepared by:

CONGDON, GURNEY & TOWLE, INC.

53 STATE ST.

BOSTON, MASS.

Commonwealth of Massachusetts

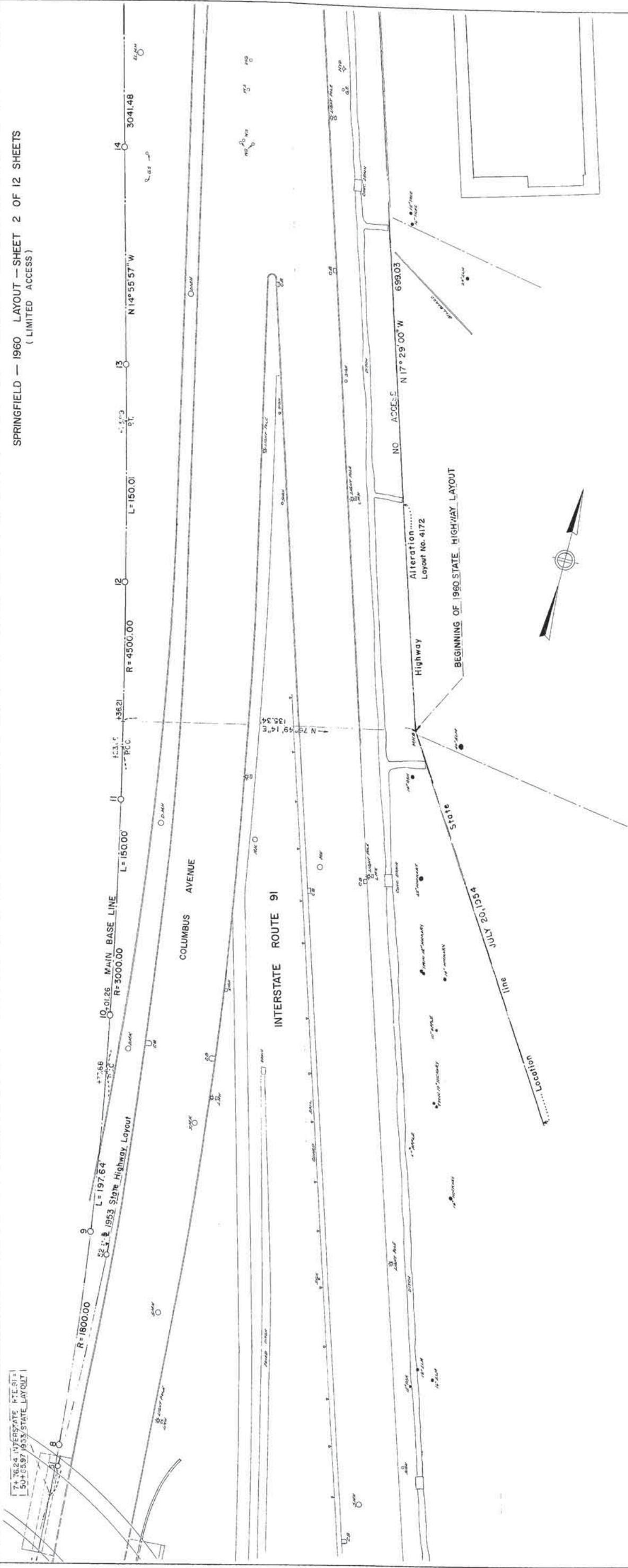
Springfield

Filed - June 9, 1960

Attest Edward G. Scola

Clerk

SPRINGFIELD — 1960 LAYOUT — SHEET 2 OF 12 SHEETS
(LIMITED ACCESS)



SPRINGFIELD — 1960 LAYOUT — SHEET 3 OF 12 SHEETS
(LIMITED ACCESS)



NO ACCESS
N16°52'56"W 468.60'
N01°26'14"W 85.56'
FOR MAINTENANCE OF
SPRINGFIELD WATER WORKS
NO ACCESS
N16°08'13"W
1056.03'
NO ACCESS
861.5'

PARCEL NO. 1-6
NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY
AREA = 90,560 SQ. FT.

SOUTH STREET

PARCEL NO. 1-5
F. J. MALONEY, INC.
AREA = 53,810 SQ. FT.

Dated Sept. 29, 1953

State Highway Layout

Location

Line

1953

16

N14°55'57"W

MAIN BASE LINE

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1953 STATE HIGHWAY LAYOUT

16 MAIN BASE LINE (Dated Sept 23, 1954)

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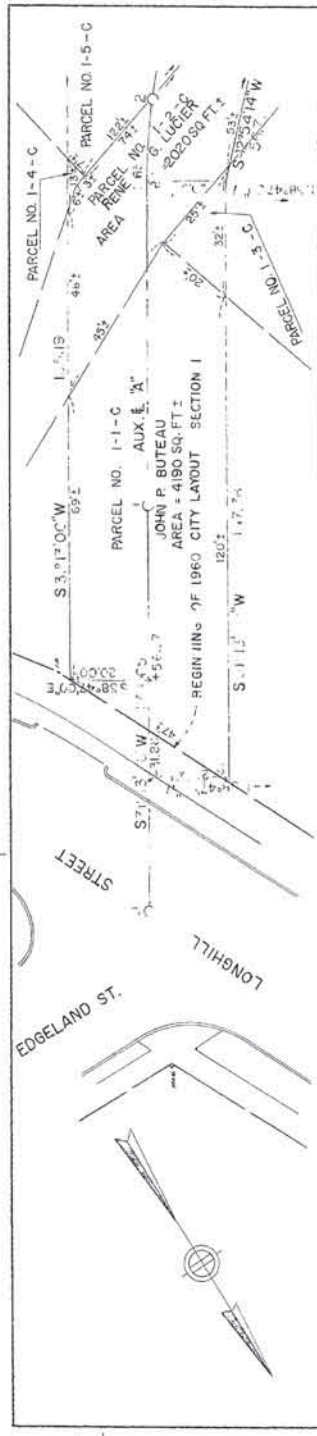
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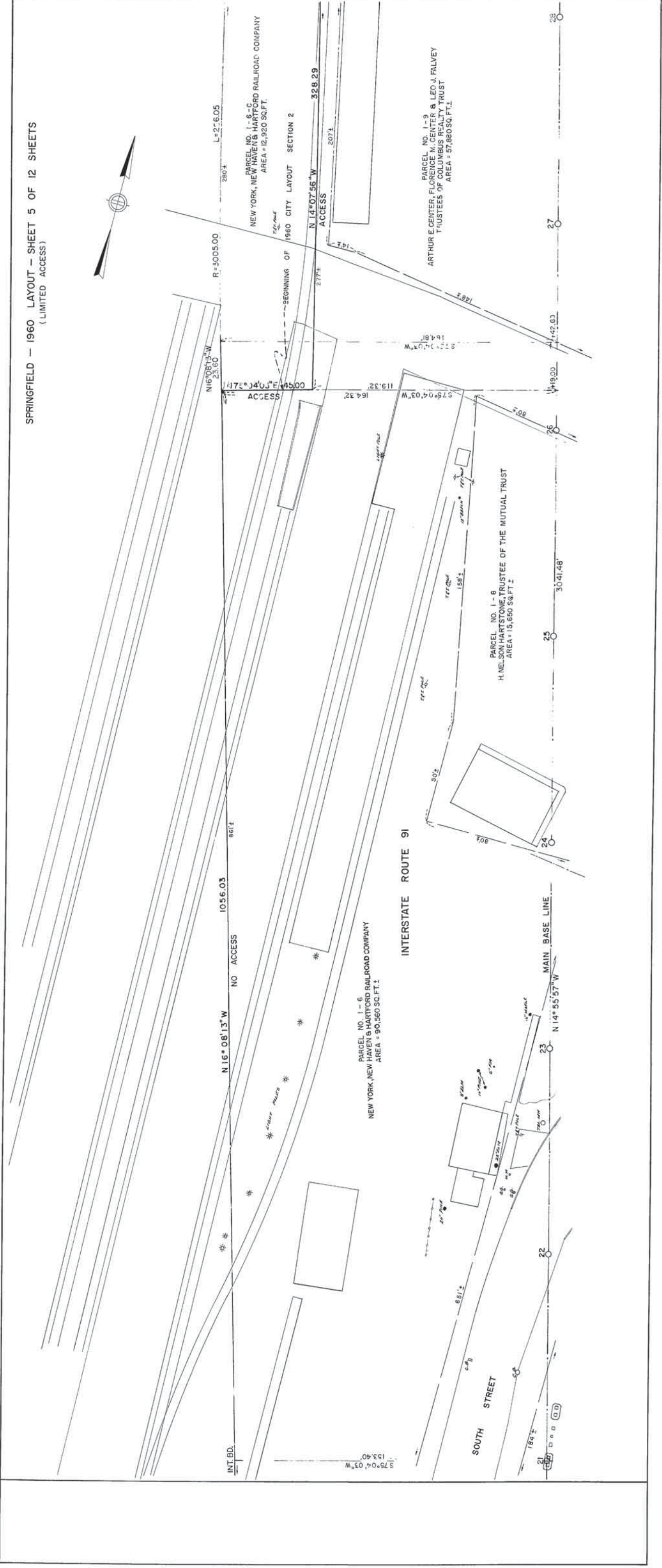
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SPRINGFIELD — 1960 LAYOUT — SHEET 5 OF 12 SHEETS
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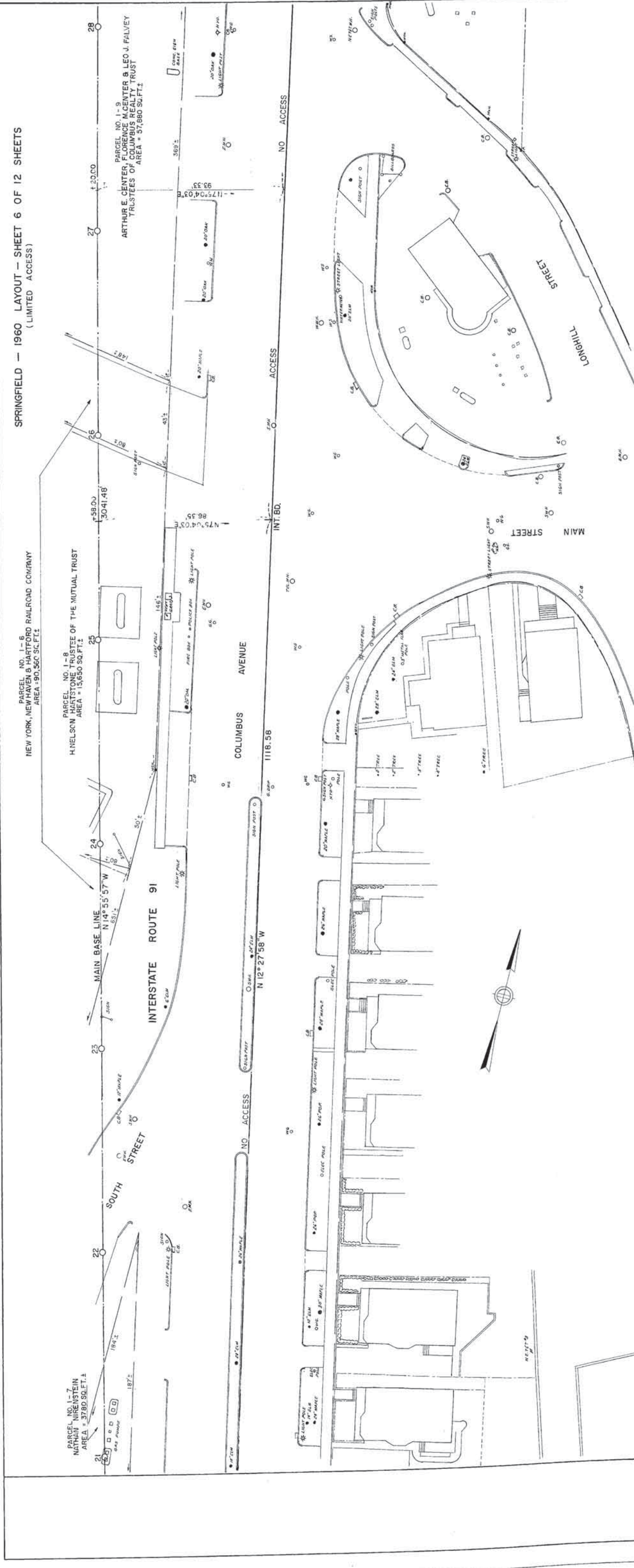
SPRINGFIELD — 1960 LAYOUT — SHEET 6 OF 12 SHEETS
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PARCEL NO. 1-6
NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY
AREA = 90,360 SQ. FT.

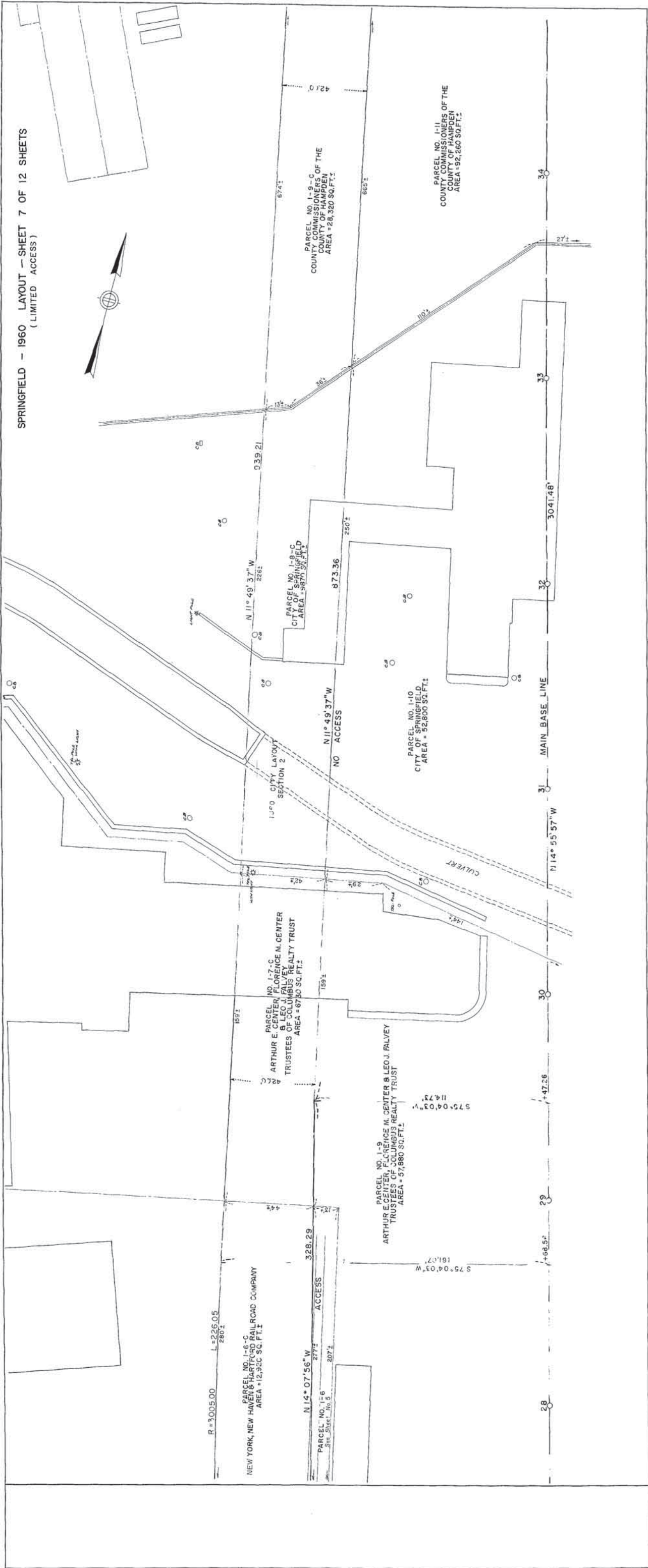
PARCEL NO. 1-7
NATHAN NIRENSTEIN
AREA = 37,800 SQ. FT.

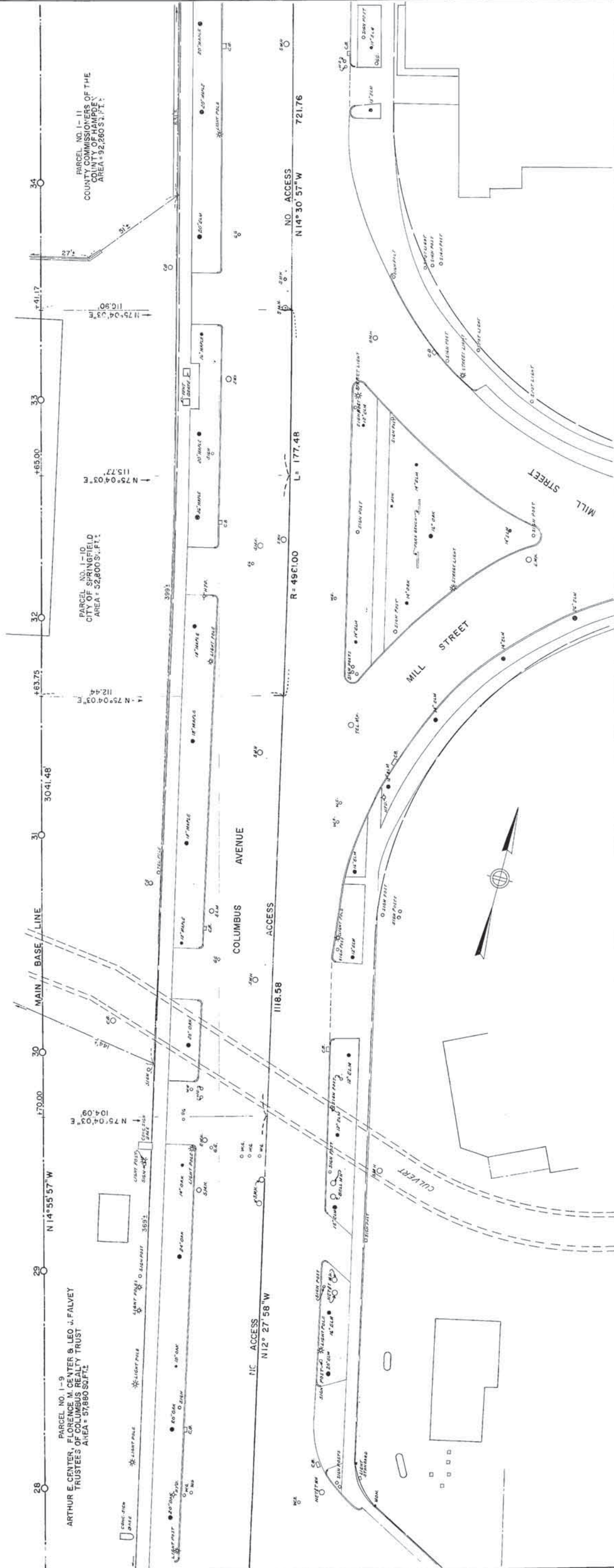
PARCEL NO. 1-8
HINELSON HARTSTONE TRUSTEES OF THE MUTUAL TRUST
AREA = 15,650 SQ. FT.

PARCEL NO. 1-9
ARTHUR E. CENTER, LEO J. FALVEY
TRUSTEES OF COLUMBUS REALTY TRUST
AREA = 57,880 SQ. FT.



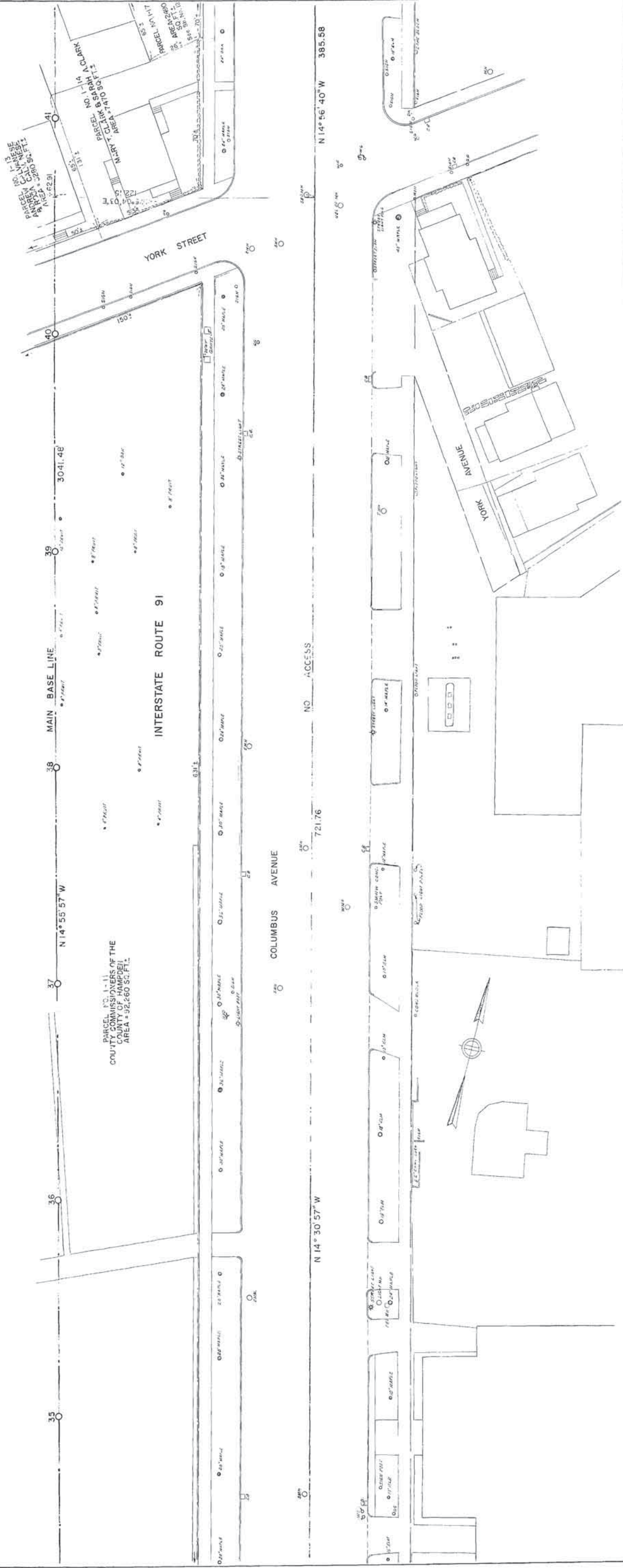
SPRINGFIELD - 1960 LAYOUT - SHEET 7 OF 12 SHEETS
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SPRINGFIELD -- 1960 LAYOUT -- SHEET 10 OF 12 SHEETS
(LIMITED ACCESS)



SPRINGFIELD — 1960 LAYOUT — SHEET II OF 12 SHEETS
(LIMITED ACCESS)

GARDNER STREET

NORWOOD STREET

BROAD STREET

ELMWOOD STREET

END OF 1960 STATE HIGHWAY LAYOUT

ACCESS

MAIN BASE LINE

PARCEL NO. 1-15-C
AREA = 380.50 SQ. FT.

PARCEL NO. 1-17-C
AREA = 526.00 SQ. FT.

PARCEL NO. 1-18
AREA = 770.00 SQ. FT.

PARCEL NO. 1-19
AREA = 770.00 SQ. FT.

PARCEL NO. 1-20
AREA = 3500.00 SQ. FT.

PARCEL NO. 1-21
AREA = 520.00 SQ. FT.

PARCEL NO. 1-22
AREA = 520.00 SQ. FT.

PARCEL NO. 1-23
AREA = 520.00 SQ. FT.

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AREA = 520.00 SQ. FT.

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AREA = 520.00 SQ. FT.

PARCEL NO. 1-26
AREA = 520.00 SQ. FT.

PARCEL NO. 1-27
AREA = 520.00 SQ. FT.

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AREA = 520.00 SQ. FT.

PARCEL NO. 1-29
AREA = 520.00 SQ. FT.

PARCEL NO. 1-30
AREA = 520.00 SQ. FT.

PARCEL NO. 1-31
AREA = 520.00 SQ. FT.

PARCEL NO. 1-32
AREA = 520.00 SQ. FT.

PARCEL NO. 1-33
AREA = 520.00 SQ. FT.

PARCEL NO. 1-34
AREA = 520.00 SQ. FT.

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AREA = 520.00 SQ. FT.

PARCEL NO. 1-36
AREA = 520.00 SQ. FT.

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AREA = 520.00 SQ. FT.

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AREA = 520.00 SQ. FT.

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PARCEL NO. 1-88
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PARCEL NO. 1-89
AREA = 520.00 SQ. FT.

PARCEL NO. 1-90
AREA = 520.00 SQ. FT.

PARCEL NO. 1-91
AREA = 520.00 SQ. FT.

PARCEL NO. 1-92
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PARCEL NO. 1-93
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PARCEL NO. 1-94
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PARCEL NO. 1-95
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AREA = 520.00 SQ. FT.

PARCEL NO. 1-97
AREA = 520.00 SQ. FT.

PARCEL NO. 1-98
AREA = 520.00 SQ. FT.

PARCEL NO. 1-99
AREA = 520.00 SQ. FT.

PARCEL NO. 1-100
AREA = 520.00 SQ. FT.

WILLIAM D. & BLAICHÉ MANTOVANI
AREA = 770.00 SQ. FT.

ARTHUR B. & NANCY M. BLOOM
AREA = 520.00 SQ. FT.

ANGUSTINO B. ANTONIO
AREA = 3500.00 SQ. FT.

PARCEL NO. 1-14 ARK
AREA = 1410.00 SQ. FT.

PARCEL NO. 1-15 ARK
AREA = 1410.00 SQ. FT.

PARCEL NO. 1-16 ARK
AREA = 1410.00 SQ. FT.

PARCEL NO. 1-17 ARK
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PARCEL NO. 1-21 ARK
AREA = 1410.00 SQ. FT.

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AREA = 1410.00 SQ. FT.

PARCEL NO. 1-23 ARK
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PARCEL NO. 1-24 ARK
AREA = 1410.00 SQ. FT.

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AREA = 1410.00 SQ. FT.

PARCEL NO. 1-26 ARK
AREA = 1410.00 SQ. FT.

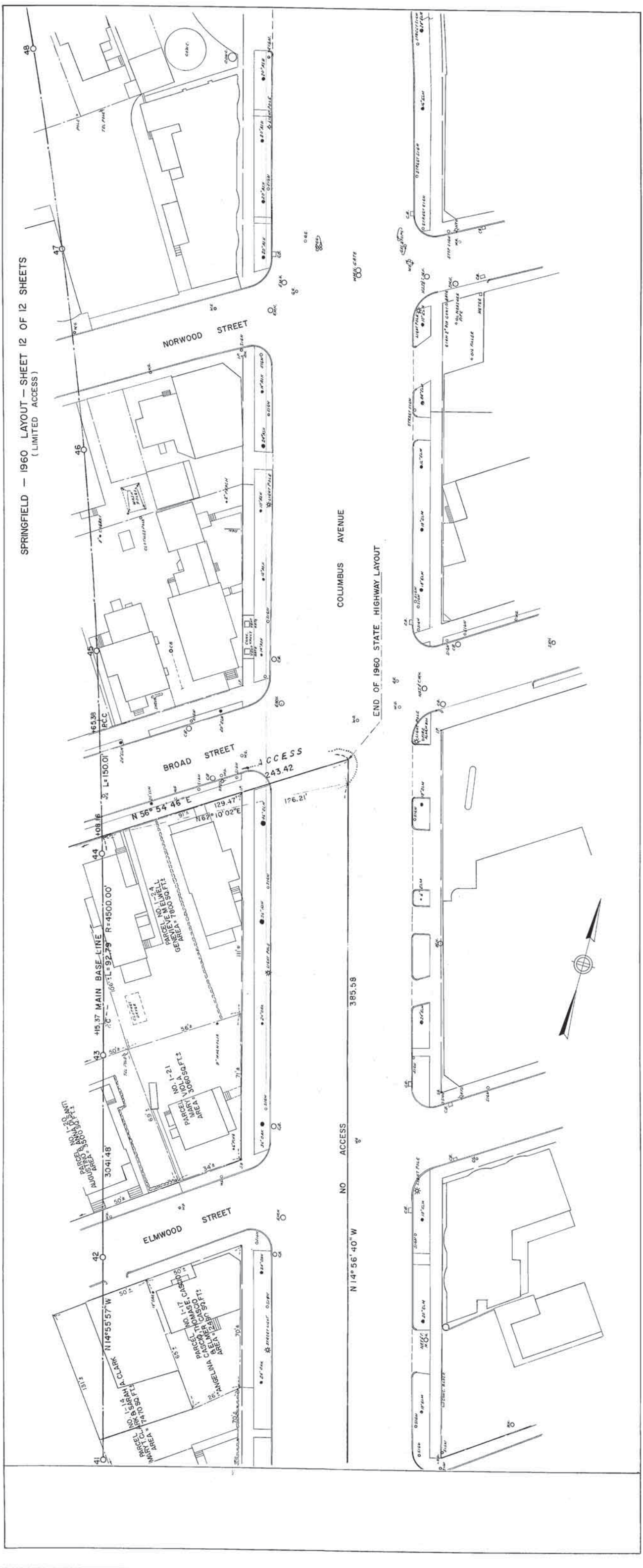
PARCEL NO. 1-27 ARK
AREA = 1410.00 SQ. FT.

PARCEL NO. 1-28 ARK
AREA = 1410.00 SQ. FT.

PARCEL NO. 1-29 ARK
AREA = 1410.



SPRINGFIELD - 1960 LAYOUT - SHEET 12 OF 12 SHEETS
(LIMITED ACCESS)





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

May 31, 1960.

Springfield
Layout No. 4950

Received and
Filed - June 9, 1960.

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon certificates dated May 31, 1960, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in Springfield, and has laid out two sections of highway in behalf of the City of Springfield, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and votes of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway, and the laying out of said sections of highway in behalf of the city, is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Edith J. Cronin
Secretary

H/ihc

Enclosures

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 4950
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on December 30, 1959, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of as a limited access State highway, a road in the City of Springfield, County of Hampden.

The layout consists of establishing a new State highway location, with limited access provisions, for a portion of Interstate Route 91, and begins at a point on the State highway location laid out on September 29, 1953 (Layout No. 4078), said point of beginning being about 1500 feet southerly of Main Street, so called, and extends northerly about 3400 feet to the existing southeasterly street line of Broad Street, so called, and is more fully described as follows:

The main baseline of location for the layout is that of a survey made by Engineers of the Department of Public Works in 1957 and 1958 and begins at a point shown on plan as station 7+76.24, said point being identical with station 50+85.97 of the main baseline of the aforesaid September 29, 1953 State highway layout and extends thence, leaving said 1953 baseline, northerly as shown on plan by a curve to the left of 1800.00 feet radius, 197.64 feet; thence by a curve to the left of 3000.00 feet radius, 150.00 feet; thence by another curve to the left of 4500.00 feet radius 150.01 feet; thence north 14° 55' 57" west, 3041.48 feet; thence by a curve to the left of 4500.00 feet radius 92.79 feet to a point at the end of the layout, said point being on the existing southeasterly street line of Broad Street, so called, and being shown on plan as station 44+08.16.

The length of the State highway hereby laid out is 2573.32 feet.

An auxiliary baseline "A" on an access road between Longhill Street, so called, and Columbus Avenue, so called, begins at a point in the existing roadway of Longhill Street at the junction therewith of Edgeland Road, so called, shown on plan as station 0 and extends thence south $31^{\circ} 13' 00''$ west 179.65 feet; thence by a curve to the right of 160.00 feet radius 129.34 feet; thence south $77^{\circ} 32' 00''$ west, 101.01 feet to the point of ending thereof shown on plan as station 4+10.00, said point being identical with station 19+34.21 of the main baseline, hereinbefore described.

The westerly location line of the State highway hereby laid out begins at a point on the westerly location line of the September 29, 1953 State highway layout bearing south $79^{\circ} 19' 10''$ west and 137.43 feet distant from station 10+01.26 of the main baseline, hereinbefore described, and extends thence, leaving said 1953 location line north $16^{\circ} 52' 56''$ west, 468.61 feet to a point on the existing street line of South Street, so called, said point bearing south $75^{\circ} 04' 03''$ west and being 162.09 feet distant from station 14+80.00 of said main baseline; thence following said street line north $01^{\circ} 26' 14''$ west, 85.56 feet to a point bearing south $75^{\circ} 04' 03''$ west and 142.12 feet distant from station 15+63.20 of said main baseline; thence leaving said street line north $16^{\circ} 08' 13''$ west, 1056.03 feet to a point bearing south $75^{\circ} 04' 03''$ west and 164.32 feet distant from station 26+19.00 of said main baseline; thence north $75^{\circ} 04' 03''$ east, 45.00 feet to a point bearing south $75^{\circ} 04' 03''$ west and 119.32 feet distant from said station 26+19.00; thence north $14^{\circ} 07' 56''$ west, 328.29 feet to a point bearing south $75^{\circ} 04' 03''$ west and 114.73 feet distant from station 29+47.26 of said main baseline; thence north $11^{\circ} 49' 37''$ west, 873.36 feet to a point bearing south $75^{\circ} 04' 03''$ west and 67.42 feet distant from station 38+19.34 of said main baseline; thence by a curve to the left of 1000.00 feet radius 164.89 feet to a point bearing south $75^{\circ} 04' 03''$ west and 72.07 feet distant from station 39+83.97 of said main baseline; thence north $21^{\circ} 16' 28''$ west, 252.57 feet to a point bearing south $75^{\circ} 04' 03''$ west and 99.97 feet distant from station 42+35.00 of said main baseline; thence north $16^{\circ} 59' 46''$ west, 80.43 feet to a point bearing south $75^{\circ} 04' 03''$ west and 102.87 feet distant from station 43+15.37 of said main baseline; thence north $21^{\circ} 16' 28''$ west, 57.63 feet to the point of ending thereof on the aforesaid existing southeasterly street line of Broad Street, said point bearing south $56^{\circ} 54' 46''$ west and being 113.95 feet distant from the point of ending of the main baseline hereinbefore described, shown on plan as station 44+08.16.

The easterly location line of the State highway hereby laid out begins at a point on the easterly location line of the aforesaid 1953 State highway layout as altered on July 20, 1954

(Layout No. 4172), said point bearing north $76^{\circ} 49' 14''$ east and 135.34 feet distant from station 11+36.21 of the main baseline hereinbefore described; thence following said 1954 location line as hereby reestablished, north $17^{\circ} 29' 00''$ west, 699.03 feet to a point on the line defining the northerly end of said 1953 State highway layout bearing north $77^{\circ} 32' 39''$ east and 102.15 feet distant from station 18+34.84 of said main baseline; thence following said 1953 boundary line, as hereby reestablished, south $77^{\circ} 32' 39''$ west, 41.28 feet to a point thereon bearing north $77^{\circ} 32' 39''$ east and 60.87 feet distant from said station 18+34.84; thence leaving said boundary line northerly, as shown on plan, by a curve to the right of 4005.00 feet radius, 214.05 feet to a point bearing north $75^{\circ} 04' 03''$ east and 64.31 feet distant from station 20+46.21 of said main baseline; thence north $12^{\circ} 27' 58''$ west, 1118.58 feet to a point bearing north $75^{\circ} 04' 03''$ east and 112.44 feet distant from station 31+63.75 of said main baseline; thence by a curve to the left of 4961.00 feet radius, 177.48 feet to a point bearing north $75^{\circ} 04' 03''$ east and 116.90 feet distant from station 33+41.17 of said main baseline; thence north $14^{\circ} 30' 57''$ west, 721.76 feet to a point bearing north $75^{\circ} 04' 03''$ east and 122.15 feet distant from station 40+62.91 of said main baseline; thence north $14^{\circ} 56' 40''$ west, 385.58 feet to the point of ending thereof, bearing north $56^{\circ} 54' 46''$ east and 129.47 feet distant from the point of ending of the main baseline, hereinbefore described, shown on plan as station 44+08.16.

The northerly end of the State highway hereby laid out is defined by a line, in part following the aforesaid southeasterly street line of Broad Street bearing north $56^{\circ} 54' 46''$ east and 243.42 feet in length, extending between the points of ending of the westerly and easterly location lines thereof, hereinbefore described.

The location lines of the State highway hereby laid out are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof, and at an intermediate point on the westerly location line thereof opposite station 21 of said main baseline, and at an intermediate point on the easterly location line thereof opposite station 25+58.00 of said main baseline.

ACCESS

The right of access to and egress from the State highway location is limited, being allowed across the location lines thereof, hereinbefore described, only as follows:

1. Free access to and egress from said State highway is allowed:

(a) Across the easterly location line between a point thereon bearing north $75^{\circ} 04' 03''$ east and 107.71 feet distant from station 17+03.58 of the main baseline, hereinbefore described, and a point thereon bearing north $75^{\circ} 04' 03''$ east and 104.67 feet distant from station 17+71.78 of said main baseline.

(b) At Main Street, across the easterly location line between a point thereon bearing north $75^{\circ} 04' 03''$ east and 86.35 feet distant from station 25+58.00 of the main baseline, hereinbefore described, and a point thereon bearing north $75^{\circ} 04' 03''$ east and 93.33 feet distant from station 27+20.00 of said main baseline.

(c) At Main Street, across the westerly location line between a point thereon bearing south $75^{\circ} 04' 03''$ west and 164.32 feet distant from station 26+19.00 of the main baseline, hereinbefore described, and a point thereon bearing south $75^{\circ} 04' 03''$ west and 114.73 feet distant from station 29+47.26 of said main baseline.

(d) Across the easterly location line between a point thereon bearing north $75^{\circ} 04' 03''$ east and 104.09 feet distant from station 29+70.00 of the main baseline, hereinbefore described, and a point thereon bearing north $75^{\circ} 04' 03''$ east and 115.77 feet distant from station 32+65.00 of said main baseline.

(e) Across the westerly location line between a point thereon bearing south $52^{\circ} 28' 53''$ west and 116.18 feet distant from the end of the main baseline hereinbefore described, shown on plan as station 44+08.16; and a point thereon bearing south $56^{\circ} 54' 46''$ west and 113.95 feet distant from said station 44+08.16.

(f) Across the easterly location line between a point thereon bearing north $62^{\circ} 10' 02''$ east and 126.21 feet distant from the end of the main baseline hereinbefore described shown on plan as station 44+08.16; and a point thereon bearing north $56^{\circ} 54' 46''$ east and 129.47 feet distant from said station 44+08.16.

2. Access to and egress from said State highway location is allowed the abutters thereto, across the easterly location line thereof between a point thereon bearing north $75^{\circ} 04' 03''$ east and 104.67 feet distant from station 17+71.78 of the aforesaid main baseline, and a point thereon bearing north $77^{\circ} 32' 39''$ east and 102.15 feet distant from station 18+34.84 of said main baseline.

3. Access to and egress from said said State highway location is allowed the owners of public utility structures, crossing the location lines thereof, for the purpose of patrolling and maintaining said structures, but only at the minimum widths necessary to effect such purposes.

4. Access to and egress from said location is allowed the City of Springfield across the westerly State highway location line between a point thereon bearing south $75^{\circ} 04' 03''$ west and 159.68 feet distant from station 14+90.00 of said main baseline and a point bearing south $75^{\circ} 04' 03''$ west and 154.88 feet distant from station 15+10.00 of said main baseline, for the purpose of maintaining the Springfield Water Works East Terminal Chamber and water supply structures located adjacent to and on South Street outside of the State highway location.

5. The limited access provisions of the aforesaid September 29, 1953 State highway layout are hereby voided insofar as applicable to the westerly location line thereof between a point thereon bearing south $79^{\circ} 19' 10''$ west and 137.43 feet distant from station 10+01.26 of the main baseline hereinbefore described, and a point thereon bearing north $77^{\circ} 32' 39''$ east and 2.15 feet distant from station 18+34.84 of said main baseline.

Items 1, 2 and 4 of the above-described access-egress items are indicated on the plan hereinafter referred to.

CITY LAYOUTS

In connection with the laying out of the State highway location as hereinbefore described, it is necessary to lay out two sections of highway in behalf of the City of Springfield, and said sections are hereby laid out under the provisions of Chapter 448 of the Acts of 1948, being described as follows:

SECTION 1

The first section of highway hereby laid out in behalf of the City of Springfield consists of establishing a location for a connecting road between Longhill Street and Columbus Avenue, and begins at Longhill Street southwesterly of and opposite Edgeland Street and extends thence southwesterly about 300 feet to Columbus Avenue, being more fully described as follows:

The southeasterly location line of the first section of highway hereby laid out in behalf of the City of Springfield begins at a point on the existing westerly street line of Longhill Street, said point bearing south $58^{\circ} 47' 00''$ east and being 20.00 feet distant from station 0+56.97 of auxiliary baseline "A" hereinbefore described, and extends thence south $31^{\circ} 13' 00''$ west, 195.19 feet to a point bearing south $36^{\circ} 50' 41''$ east and 34.05 feet distant from station 2+40.92 of said auxiliary baseline "A"; thence south $72^{\circ} 39' 44''$ west, 74.95 feet to a point at the end of this section on the existing easterly street line of Columbus Avenue, said point bearing south $12^{\circ} 27' 58''$ east and 23.21 feet distant from station 3+03.57 of said auxiliary baseline "A".

The northwesterly location line of the first section of highway hereby laid out in behalf of the City of Springfield begins at a point on the existing westerly street line of Longhill Street, said point bearing north $58^{\circ} 47' 00''$ west and being 20.00 feet distant from station 0+31.88 of said auxiliary baseline "A"; and extends thence south $31^{\circ} 13' 00''$ west, 147.78 feet to a point bearing north $58^{\circ} 47' 00''$ west and 20.00 feet distant from station 1+79.65 of said auxiliary baseline "A"; thence south $42^{\circ} 54' 14''$ west, 56.72 feet to a point bearing north $35^{\circ} 24' 29''$ west and 20.00 feet distant from station 2+44.93 of said auxiliary baseline "A"; thence south $72^{\circ} 39' 44''$ west, 49.33 feet to a point at the end of this section on the existing easterly street line of Columbus Avenue, said point bearing north $12^{\circ} 27' 58''$ west and being 26.79 feet from station 3+03.57 of said auxiliary baseline "A".

SECTION 2

The second section of highway hereby laid out in behalf of the City of Springfield consists of a location for a service road westerly of and adjacent to the westerly State highway location line hereinbefore described and begins at a line defining a portion of said westerly State highway location line about 50 feet southerly of Main Street, and extends thence northerly about 1770 feet to the existing southeasterly street line of Broad Street, being more fully described as follows:

The location line of the second section of highway hereby laid out in behalf of the City of Springfield begins at a point on the westerly location line of the State highway layout, hereinbefore described, bearing south $75^{\circ} 04' 03''$ west and 164.32 feet distant from station 26+19.00 of the main baseline, hereinbefore described, and extends thence north $16^{\circ} 08' 13''$ west, 23.60 feet to a point bearing south $75^{\circ} 04' 03''$ west and 164.81 feet distant from station 26+42.60 of said main baseline; thence by a curve to the right of 3005.00 feet radius, 226.05 feet to a point bearing south $75^{\circ} 04' 03''$ west and 161.07 feet distant from station 28+68.56 of said main baseline; thence north $11^{\circ} 49' 37''$ west, 939.21 feet to a point bearing south $75^{\circ} 04' 03''$ west and 110.19 feet distant from station 38+06.39 of said main baseline; thence by a curve to the left of 995.00 feet radius, 140.50 feet to a point bearing south $50^{\circ} 54' 48''$ west and 123.28 feet distant from station 39+97.21 of said main baseline; thence by a curve to the left of 5.00 feet radius, 9.27 feet to a point on the existing southeasterly street line of York Street, so called, said point bearing south $53^{\circ} 53' 13''$ west and being 127.92 feet distant from said station 39+97.21; thence beginning again at a point on the existing northwesterly street line of said York Street, said point bearing south $54^{\circ} 36' 11''$ west and being 136.68 feet distant from station 40+41.53 of said main baseline; thence northeasterly to northerly as shown on plan by a curve to the left of 10.00 feet radius, 13.24 feet to a point bearing south $58^{\circ} 00' 36''$ west and 127.21 feet distant from said station 40+41.53; thence north $21^{\circ} 16' 28''$ west, 120.57 feet to a point bearing south $52^{\circ} 08' 26''$ west and 146.50 feet distant from station 41+81.12 of said main baseline; thence by a curve to the left of 5.00 feet radius 9.09 feet to a point on the existing southeasterly street line of Elmwood Street, so called, said point bearing south $54^{\circ} 34' 29''$ west and being 151.22 feet distant from said station 41+81.12; thence beginning again at a point on the existing northwesterly street line of said Elmwood Street, said point bearing south $54^{\circ} 34' 29''$ west and being 157.46 feet distant from station 42+23.82 of said

main baseline; thence northeasterly to northerly as shown on plan by a curve to the left of 10.00 feet radius 13.24 feet to a point bearing south $57^{\circ} 30' 06''$ west and 147.96 feet distant from said station 42+23.82; thence north $21^{\circ} 16' 28''$ west, 177.70 feet to a point on the existing southeasterly street line of Broad Street, said point bearing south $56^{\circ} 54' 46''$ west and being 168.10 feet distant from the point of ending of the main baseline, hereinbefore described, shown on plan as station 44+08.16; thence following said street line north $56^{\circ} 54' 46''$ east, 54.15 feet to a point at the end of this section, on the aforesaid westerly location line of the State highway layout, hereinbefore described, said point bearing south $56^{\circ} 54' 46''$ west and being 113.95 feet distant from said station 44+08.16.

The location lines of the sections of City highway above described are to be further defined by bounds set thereon at angle points, points of curvature, and at the points of beginning and ending thereof.

In connection with the construction of the State highway in the location hereinbefore described, it is necessary to take easements in the parcels of land hereinafter described as Parcels 1-RT-1, 1-RT-2 and 1-RT-3. Said easements are hereby taken for the purpose of removing and/or demolishing structures or portions of structures which are located partly upon said land and partly within the location of said State highway and/or sections of highway laid out in behalf of the City of Springfield, and consist of the right to enter upon said land at any time during the effective period of said easements and to remove and/or demolish structures or portions of structures now located thereon. Said easements are temporary in nature and are to be in effect only until such time as the aforesaid purpose for which they have been taken has been accomplished to the extent deemed necessary by the Department.

Parcel 1-RT-1. A parcel of land supposed to be owned by Colombo Mechelli, Trustee of ^{the} Mechelli Realty Trust adjoining the westerly location line of the State highway layout hereinbefore described, bounded by said location line and by the line connecting the following points: Opposite station 10+01.26 of the main baseline, hereinbefore described, and on said location line; opposite station 10+44 of said main baseline and 84 feet from said location line; opposite station 10+74 of said main baseline and 90 feet from said location line; opposite station 11+55 of said main baseline and 74 feet from said location line; and opposite station 11+61 of said main baseline and on said location line.

Parcel 1-RT-2. A parcel of land supposed to be owned by Roland J., Ernest J., and Romeo J. Blais adjoining the westerly location line of the second section of City layout hereinbefore described, bounded by said location line and by the line connecting the following points: Opposite station 40+00 of the main baseline, hereinbefore described, and on said location line; opposite station 40+58 of said main baseline and 17 feet from said location line; and opposite station 40+64 of said main baseline and on said location line.

Parcel 1-RT-3. A parcel of land supposed to be owned by Virginia Strogopeti adjoining the westerly location line of the second section of City layout hereinbefore described, bounded by said location line and by the line connecting the following points: Opposite station 40+64 of the main baseline, hereinbefore described, and on said location line; opposite station 40+58 of said main baseline and 17 feet from said location line; opposite station 41+20 of said main baseline and 32 feet from said location line; and opposite station 41+29 of said main baseline and on said location line.

The location of the aforesaid easements are more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 718 of the Acts of 1956 all of the land outside of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the City of Springfield, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 1-1 to 1-24 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles, and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

For the purpose of laying out, constructing and maintaining the sections of City highway above described, the Department of Public Works, on behalf of the City of Springfield, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of Chapter 718 of the Acts of 1956, Parcels 1-1-C to 1-18-C inclusive, shown on the plan hereinafter referred to, including all trees and structures located thereon, situated in the City of Springfield, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The State highway hereby laid out, the sections of City highway hereby laid out, and the aforesaid takings are shown on a plan signed by E. J. McCarthy, Chief Engineer, and signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Laid out as a State Highway by the Department of Public Works May 31, 1960 Scale: 20 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1-1	Colombo Mechelli, Trustee of the Mechelli Realty Trust	3700 sq.ft.	\$1.00
1-2	Owner Unknown	1200 sq.ft.	1.00
1-3	Owner Unknown	1430 sq.ft.	1.00
1-4	Joseph J. Deliso	25,800 sq.ft.	1.00
1-5	F. J. Maloney, Inc.	1.24 acres	1.00
1-6	New York, New Haven & Hartford Railroad Company	2.08 acres	1.00
1-7	Nathan Nirenstein	3780 sq.ft.	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1-8	H. Nelson Hartstone, Trustee of The Mutual Trust	15,650 sq.ft.	\$1.00
1-9	Arthur E. Center, Florence M. Center and Leo J. Falvey, Trustees of Columbus Realty Trust	1.33 acres	1.00
1-10	City of Springfield	1.21 acres	1.00
1-11	County Commissioners of the County of Hampden	2.12 acres	1.00
1-12	Rose DeSantis & Anna Bracia	2760 sq.ft.	1.00
1-13	Andrew Calvanese & Rosa Calvanese	3270 sq.ft.	1.00
1-14	Mary T. Clark & Sarah A. Clark	7470 sq.ft.	1.00
1-15	Anna J. Borriollo & William Del Negro	1720 sq.ft.	1.00
1-16	Charles N. Glynne	3270 sq.ft.	1.00
1-17	Angelina Cascio, Thomas E. Cascio & Elmer Cascio	2490 sq.ft.	1.00
1-18	Biago Bonzagni et al	5710 sq.ft.	1.00
1-19	William D. & Blanche Mantovani	770 sq.ft.	1.00
1-20	Augustino & Anna DiSanti	3490 sq.ft.	1.00
1-21	Mary Viola	3060 sq.ft.	1.00
1-22	Marchegian Club, Inc.	5220 sq.ft.	1.00
1-23	Arthur & Nancy M. Plourde	5300 sq.ft.	1.00
1-24	Genevieve M. Elwell	7800 sq.ft.	1.00
1-1-C	John P. Buteau	4180 sq.ft.	1.00
1-2-C	Rene G. Lucier	1870 sq.ft.	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
1-3-C	John P. & Ethel C. Buteau	250 sq.ft.	\$1.00
1-4-C	Western Massachusetts Electric Corp.	30 sq.ft.	1.00
1-5-C	John P. Buteau	5080 sq.ft.	1.00
1-6-C	New York, New Haven & Hartford Railroad Company	0.30 acres	1.00
1-7-C	Arthur E. Center, Florence M. Center & Leo J. Falvey, Trustees of Columbus Realty Trust	6730 sq.ft.	1.00
1-8-C	City of Springfield	0.23 acres	1.00
1-9-C	County Commissioners of the County of Hampden	0.65 acres	1.00
1-10-C	Kayne Realty Company	10 sq.ft.	1.00
1-11-C	Roland J., Ernest J. & Romeo J. Blais	2740 sq.ft.	1.00
1-12-C	Rose DeSantis & Anna Bracia	490 sq.ft.	1.00
1-13-C	Virginia Strogopeti	1670 sq.ft.	1.00
1-14-C	Anna J. Borriello & William Del Negro	1530 sq.ft.	1.00
1-15-C	David Realty Company	3160 sq.ft.	1.00
1-16-C	Biago Bonzagni et al	700 sq.ft.	1.00
1-17-C	William D. & Blanche Mantovani	5290 sq.ft.	1.00
1-18-C	Marchegian Club, Inc.	120 sq.ft.	1.00
1-RT-1	Colombo Mechelli, Trustee of the Mechelli Realty Trust		1.00
1-RT-2	Roland J., Ernest J. & Romeo J. Blais		1.00
1-RT-3	Virginia Strogopeti		1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted; That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted; That the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out said sections of City way in accordance with said plan.

Dated at Boston this thirty-first day of May, 1960.

A. N. DiNatale

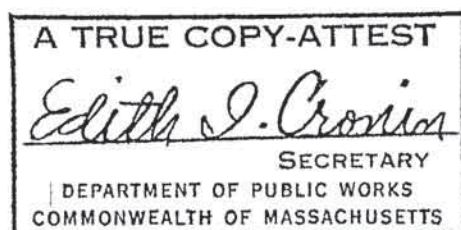
Department

Fred B. Dole

of

George C. Toumpouras

Public Works



1961

Springfield



STATE HIGHWAY LAYOUT #5109
I-91, Route 5, widening along ramp & amendment to taking on
Springfield Gas Light Co.

**SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 80 PAGES 66 and 105 (two
separate pages).**

INDEXING

STATE HIGHWAY LAYOUT #5109

- Image Info** SH67010 Springfield
- Image Info** SH67010 Springfield Gas Light Company
- Image Info** SH67010 I-91

ONE SHEET



SOUTHBOUND ROADWAY

+87.51 42

41

40 1953.87

39 1249.61

MAIN BASE LINE
N 8°18'24"E

35

34

33+23.37
P.T.

INTERSTATE ROUTE 91

35+13.95 (1958)
35+12.97 (1953)

NORTHBOUND ROADWAY

+130.10
+88°41'36"E

(INTERSTATE ROUTE 91)

RAMP "W"

GUARD RAIL

STATE HIGHWAY LAYOUT (L.O. No. 4686)

NO ACCESS
N 7°05'54"E

642.35'

PARCEL NO. 2-2
COMMONWEALTH OF MASSACHUSETTS
AREA ABOUT 3630 SQ. FT.

DEPT. OF PUBLIC WORKS

1961 STATE HIGHWAY ALTERATION

PARCEL NO. 2-1
JAMES S. & ELEANOR BULKLEY
AREA ABOUT 290 SQ. FT.

BEGINNING

LOCATION LINE OF
JULY 20, 1954 STATE HWY. ALT.
L.O. No. 4170

END

A TRUE COPY ATTEST
SECRETARY
COMMONWEALTH OF MASSACHUSETTS

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of

SPRINGFIELD

HAMPDEN COUNTY

Altered and laid out as a State Highway by the
Department of Public Works

MAY 16, 1961

Scale: 20 feet to the inch

C. J. McCarroll
Chief Engineer

This certifies that the location shown on this plan was laid out and taken charge of as a limited access state highway by the Department of Public Works on May 16, 1961, in accordance with Chapter 81 of the General Laws as amended by Section 7-C of Chapter 257 of the Acts of 1943.

Joseph C. Young
Department of Public Works



Plan prepared by:
CONGDON, GURNEY & TOWLE, INC.
53 STATE ST.
BOSTON, MASS.

Layout No. 5109



The Commonwealth of Massachusetts
Department of Public Works

100 Nashua Street, Boston 14

Springfield
Layout No. 5109

May 17, 1961.

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Filed - May 22, 1961

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of May 16, 1961, ^{with limited access provisions} alter the location of a section of State highway laid out in Springfield in the years 1953, 1955 and 1958.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edith I. Cronin

~~Registered Mail~~

Secretary.

Enclosures

H/c

THE COMMONWEALTH OF MASSACHUSETTS

Department of Public Works

---oo0oo---

Layout No. 5109
and Order of Taking

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of September 29, 1953, lay out and take charge of as a limited access State highway a road in the City of Springfield, county of Hampden, being known as Columbus Avenue, (Route 5 and Interstate Route 91), and did, under dates of September 13, 1955 and September 30, 1958 alter portions of said State highway location as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said City of Springfield; and

Whereas, it now appears advisable to make further changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described, with limited access provisions.

The alteration is located on Columbus Avenue, so-called, (Route 5 and Interstate Route 91) and consists of widening with limited access provisions a portion of the aforesaid September 13, 1955 and September 30, 1958 State highway locations, on the easterly side thereof, beginning about 220 feet northerly of Longhill Street, so-called, and extending thence, northerly about 640 feet, being more fully described as follows:

The stations hereinafter referred to are points on the baseline of location of the aforesaid September 29, 1953 and September 30, 1958 State highway layouts.

The location line of the State highway as hereby altered and laid out begins at a point on the easterly location line of the aforesaid September 30, 1958 State highway layout bearing south $79^{\circ} 42' 21''$ east and 143.73 feet distant from station 33+23.37 of the aforesaid baseline, and extends thence leaving said 1958 location line north $7^{\circ} 05' 54''$ east, 642.35 feet to a point at the end of the alteration on the easterly location line of said September 13, 1955 State highway layout, said point bearing south $81^{\circ} 41' 36''$ east and being 130.10 feet distant from Station 41+87.61 of said baseline.

The location line of the State highway altered and laid out as above described is to be further defined by bounds set thereon at the points of beginning and ending thereof.

Access to and egress from said State highway location is limited, being allowed across the altered location line, hereinbefore described, only as follows: -

Access to and egress from said location is allowed the owners of public utility structures crossing the limited access location lines thereof, for the purpose of patrolling and maintaining said structures, but only at the minimum widths necessary to effect said purposes.

The limited access provisions of the aforesaid September 30, 1958 and September 13, 1955 State highway layouts are hereby voided insofar as applicable to that portion of the easterly location line thereof, extending between the points of beginning and ending of the alteration hereinbefore described.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, and of Chapter 718 of the Acts of 1956, as amended, all of the land not already owned by the Commonwealth outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the City of Springfield, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 2-1 and 2-2, shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained; excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity, and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by E. J. McCarthy, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Altered and laid out as a State Highway by the Department of Public Works May 16, 1961 Scale: 20 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by persons in their property, by reason of the aforesaid taking, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
2-1	James S. & Eleanor Bulkley	290 sq.ft.	\$1.00
2-2	Commonwealth of Massachusetts (Department of Public Works)	3,630 sq.ft.	

The names of owners herein given, although supposed to be correct are such only as matters of opinion and belief.

It is therefore

Voted; That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this sixteenth day of May, 1961.

Jack P. Ricciardi

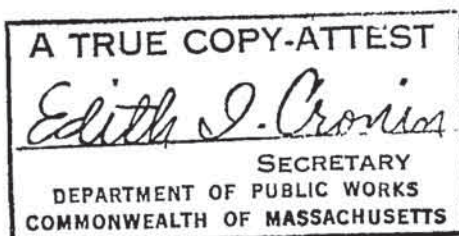
Department

Fred B. Dole

of

George C. Toumpouras

Public Works



1961

Springfield



STATE HIGHWAY LAYOUT #5154
Route 5, alteration in limited access provisions at intersection of Longhill St.

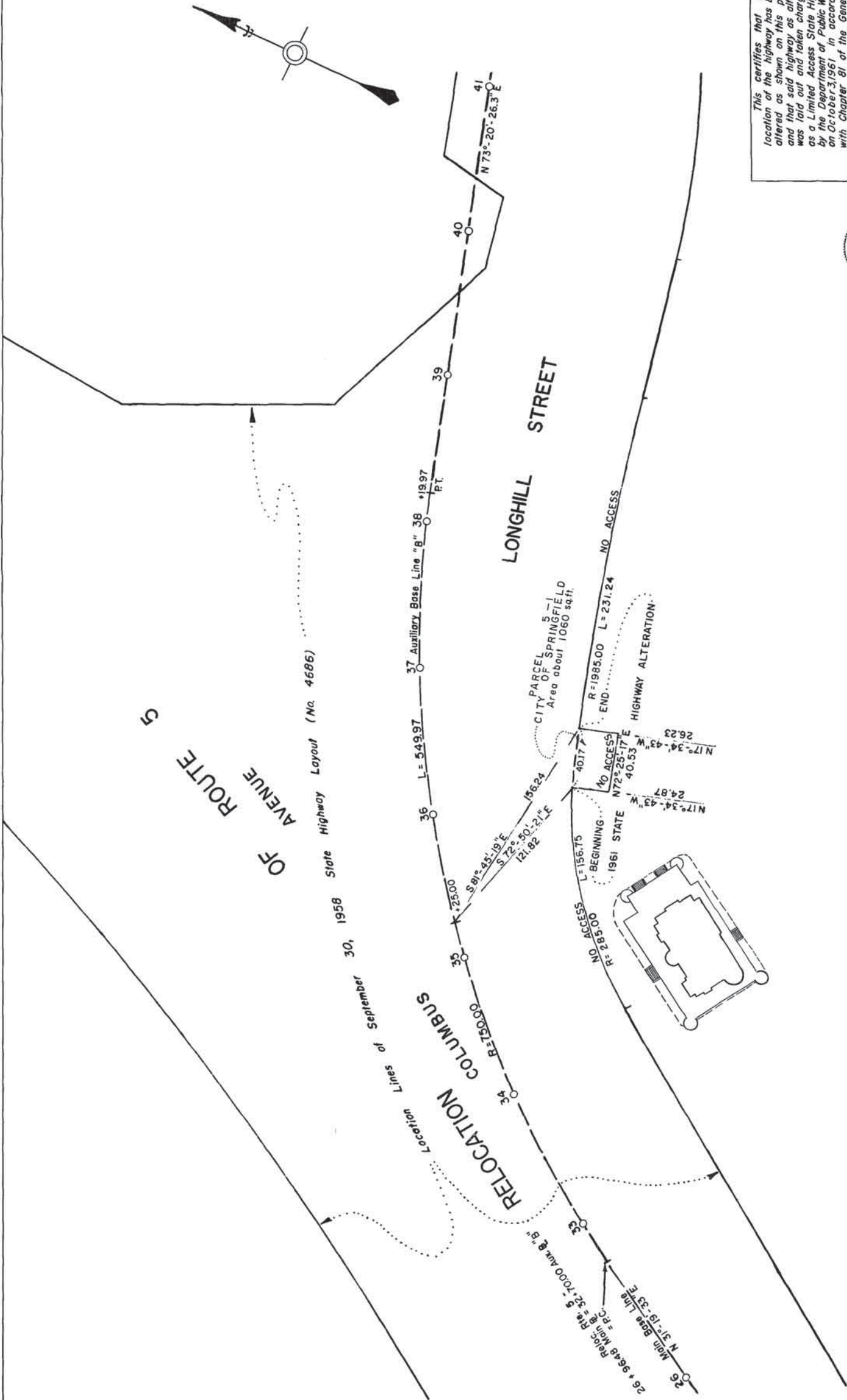
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 82 PAGE 52.

INDEXING

STATE HIGHWAY LAYOUT #5154

- Image Info** SH67011 Springfield
- Image Info** SH67011 Longhill Street
- Image Info** SH67011 Route 5

ONE SHEET



Commonwealth of Massachusetts
Hampden, Mass.
Filed - October 23, 1961
Attest: Edward J. Shea
Clerk.

A TRUE COPY-ATTEST
Edith J. Cox
SECRETARY
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of

SPRINGFIELD
HAMPDEN COUNTY

Altered and laid out as a State Highway by the
Department of Public Works

OCTOBER 3, 1961

Scale: 40 feet to the inch

E. J. M. Carey
Chief Engineer

Layout No. 5154

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on October 3, 1961, in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.

Jack J. Quinn
Fred B. Dole
Department of Public Works



THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

Layout No. 5154
and Order of Taking.

Whereas, the Department of Public Works acting on behalf of the Commonwealth of Massachusetts, did under date of September 30, 1958 lay out and take charge of as a limited access State highway a road in the City of Springfield County of Hampden known as the Relocation of Route 5 (Layout #4686) as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield; and in the office of the City Clerk of said City of Springfield: and

Whereas it now appears advisable to make certain changes in the location lines of said State highway;

Now, therefore, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described, with limited access provisions.

The alteration consists of widening a portion of the aforesaid September 30, 1958 State highway location (Layout No. 4686) on the southeasterly side thereof, near the junction of Longhill

Street and Columbus Avenue.

The base line used for the State highway hereby altered and laid out is a portion of auxiliary base line "B" of the aforesaid September 30, 1958 State highway layout.

The southeasterly location line of the State highway as hereby altered and laid out begins at a point on the southeasterly location line of the aforesaid September 30, 1958 State highway layout bearing south $72^{\circ} 50' 21''$ east and 121.82 feet distant from station 35+25.00 of the aforesaid auxiliary base line "B" and extends thence, leaving said State highway location line, south $14^{\circ} 34' 43''$ east, 24.87 feet; thence north $72^{\circ} 25' 17''$ east, 40.53 feet; thence north $17^{\circ} 34' 17''$ west, 26.23 feet to a point at the end of the alteration, on the southeasterly location line of the aforesaid September 30, 1958 State highway layout, bearing south $81^{\circ} 45' 19''$ east and 156.24 feet distant from said station 35+25.00.

The location line of the State highway altered and laid out as hereinbefore described is to be further defined by bounds set thereon at angle points and at the points of beginning and ending thereof.

The limited access provisions of the aforesaid September 30, 1958 State highway layout are hereby voided insofar as applicable to that portion of the southeasterly location line thereof extending between a point thereon bearing south $72^{\circ} 50' 21''$ east and 121.82 feet distant from station 35+25.00 of said auxiliary base line "B" and a point thereon bearing south $81^{\circ} 45' 19''$ east and 156.24 feet distant from said station 35+25.00.

The right of access to and egress from said State highway is limited and no access to or egress from said location is allowed across the altered location line hereinbefore described for its entire length.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, of Chapter 590 of the Acts of 1961 and of Chapter 718 of the Acts of 1956, all of the land outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the City of Springfield, county of Hampden, all of said land being taken in fee simple, the supposed owner of parcel 5-1 being shown on the plan hereinafter referred to, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The State highway hereby laid out and the aforesaid taking are shown on a plan signed by L. J. McCarthy, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of

Road in the City of Springfield Hampden County Altered and laid out as a State Highway by the Department of Public Works October 3, 1961 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the City of Springfield in its property by reason of the aforesaid taking of Parcel 5-1, containing about 1060 Square feet, an award of \$1.00 is made.

The name of the owner herein given, although supposed to be correct, is such only as a matter of opinion and belief.

It is therefore

Voted, that said way as altered, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

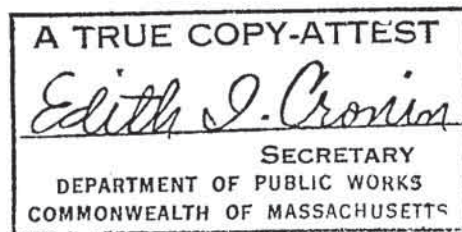
1961 L.O.

in Springfield

No. 5154

Page 5.

Dated at Boston this third day of October, 1961



Jack P. Ricciardi

Fred B. Dole

George C. Toumpouras

Department
of

Public Works



The Commonwealth of Massachusetts
Department of Public Works

Springfield
Layout No. 5154

100 Nashua Street, Boston 14

October 13, 1961.

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of October 3, 1961, ^{with limited access provisions} alter the location of a section of State highway laid out in Springfield in the year 1958.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edith J. Cronin

Secretary.

~~Registered Mail~~

Enclosures

H/c

Relocation of Route 5
near junction of Longhill
Street and Columbus Ave.,
Springfield

Filed - October 23, 1961

*Brought in by Mr. Walen
from Boston.*

1961

Springfield



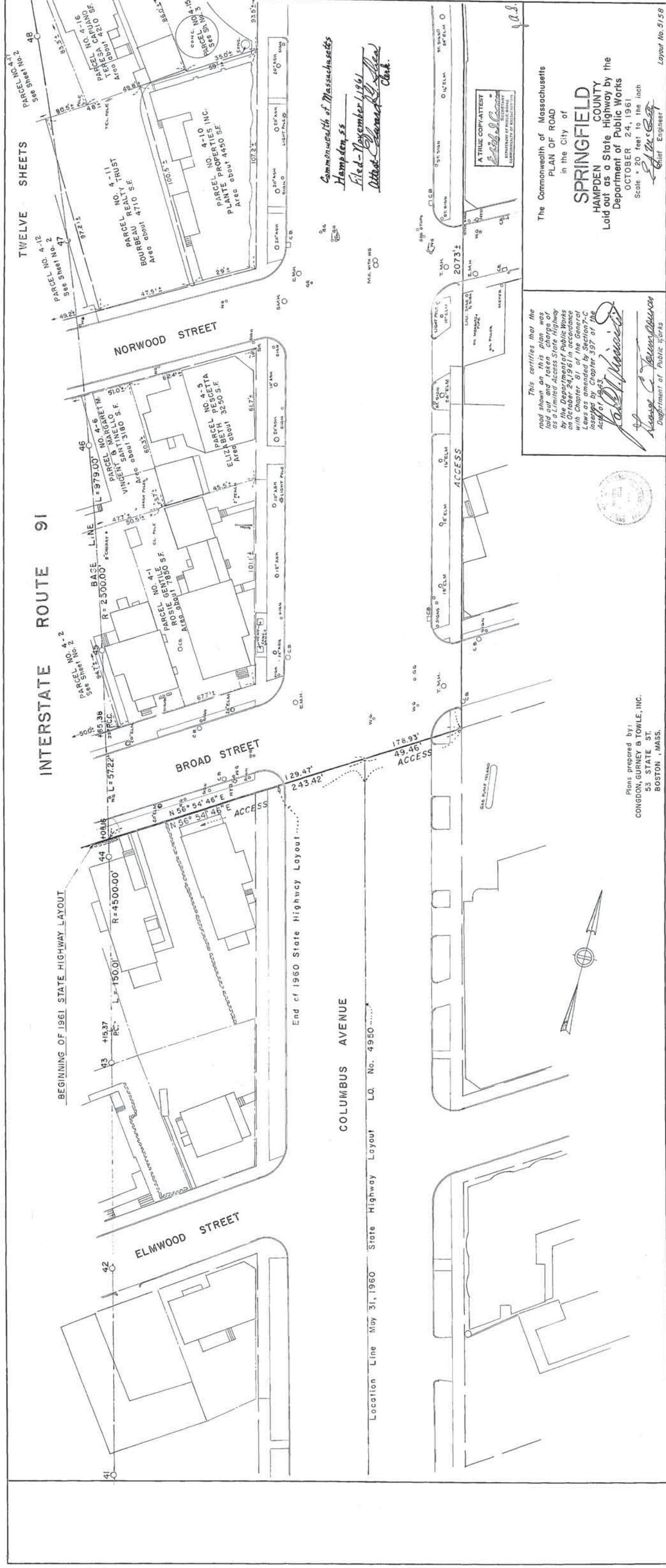
STATE HIGHWAY LAYOUT #5158
I-91, Broad St. to Elm St.

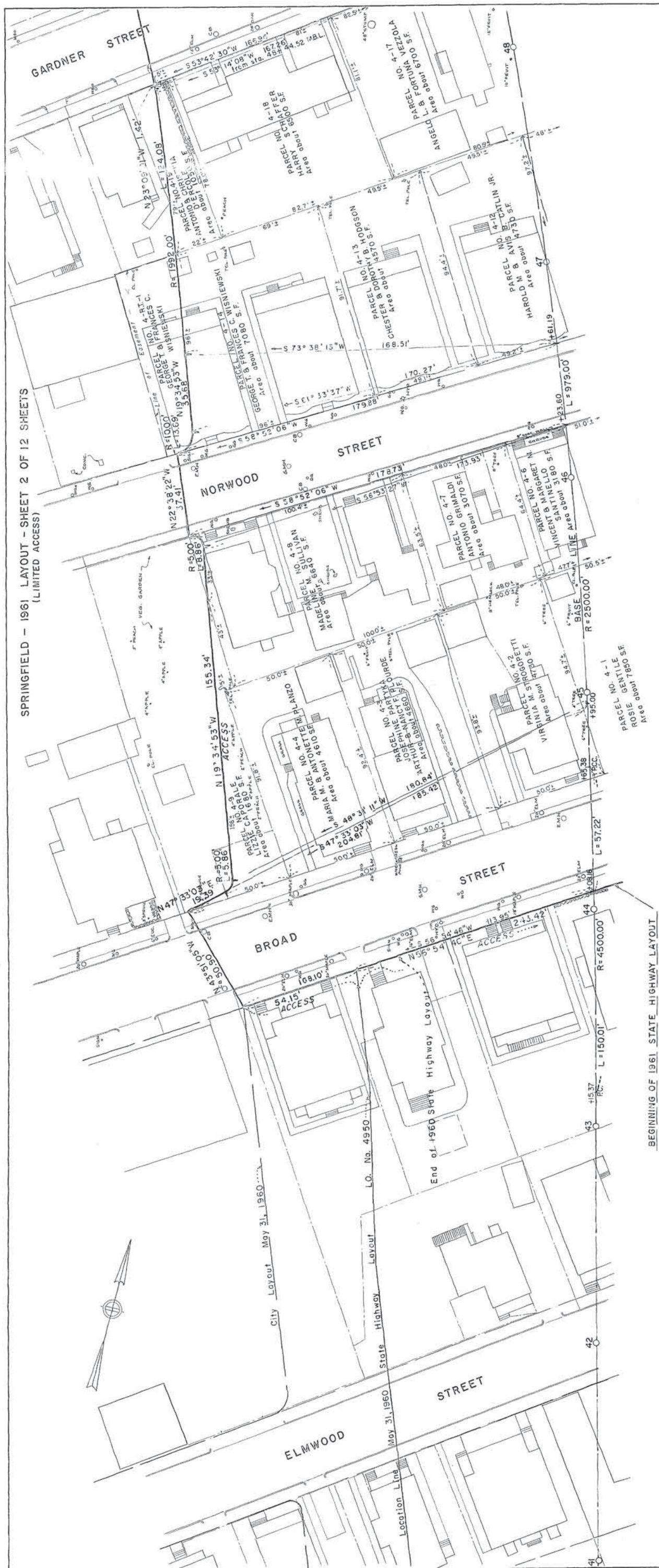
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 82 PAGES 74-96.

INDEXING

STATE HIGHWAY LAYOUT #5158

- Image Info SH67012 Springfield
- Image Info SH67012 Broad Street
- Image Info SH67012 Columbus Avenue
- Image Info SH67012 Elm Street
- Image Info SH67012 I-91







PARCEL NO. 4-17
ANGELO L. & FORTUNA VEZZOLA
Area about 6700 SF

PARCEL NO. 4-11
BOURBEAU REALTY TRUST
Area about 4710 SF

PARCEL NO. 4-16
TERESA CAPUANO
Area about 4210 SF

PARCEL NO. 4-10
PLANTE PROPERTIES INC.
Area about 4450 SF

PARCEL NO. 4-15
HARDY W. & MARGUERITE W. YOUNG
Area about 4550 SF

PARCEL NO. 4-21
SCHWARTZ BROTHERS CO. INC.
Area about 3750 SF

PARCEL NO. 4-25
CARMINO J. & MARGARET
CARGAROLI
Area about 4430 SF

PARCEL NO. 4-20
SCHWARTZ BROTHERS CO. INC.
Area about 7710 SF

PARCEL NO. 4-27
CLEMENT IES INC.
B. SUPP. 430 SF
Area about 5430 SF

PARCEL NO. 4-28
CITY OF SPRINGFIELD
Area about 25,580 SF

INTERSTATE ROUTE 91

BASE LINE
L = 979.00'

GOYETTE PLACE

GARDNER STREET

WALKER STREET

COLUMBUS AVENUE

LORING STREET

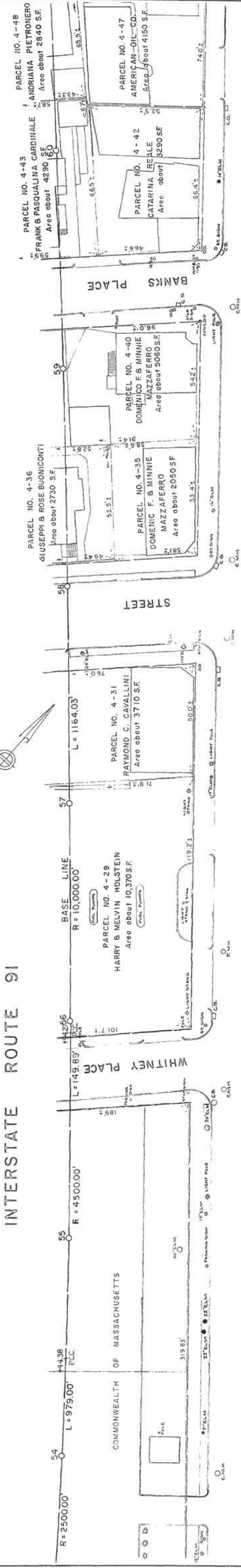
LOMBARD STREET

ARLINGTON CT.

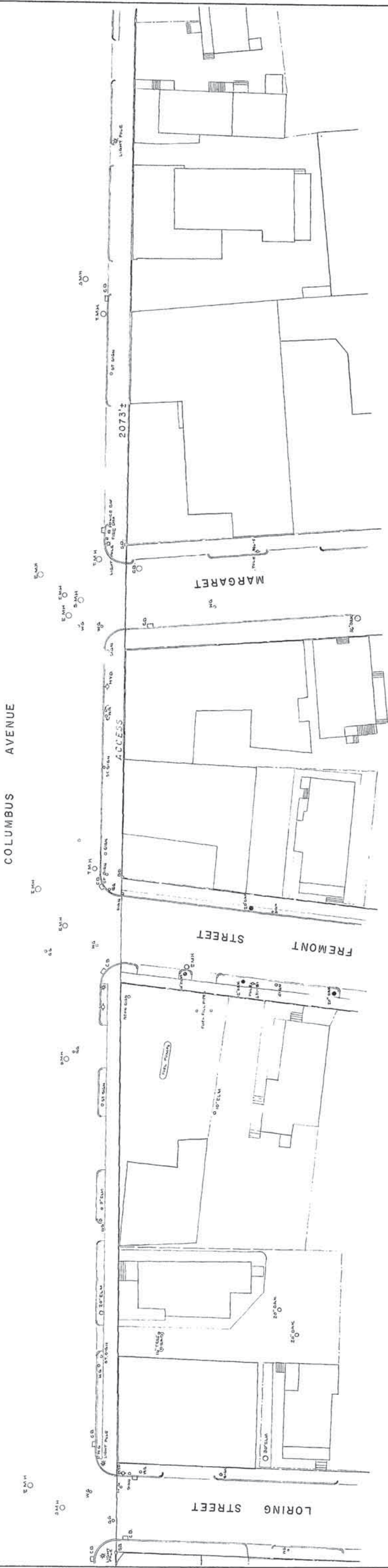
ACCESS



INTERSTATE ROUTE 91

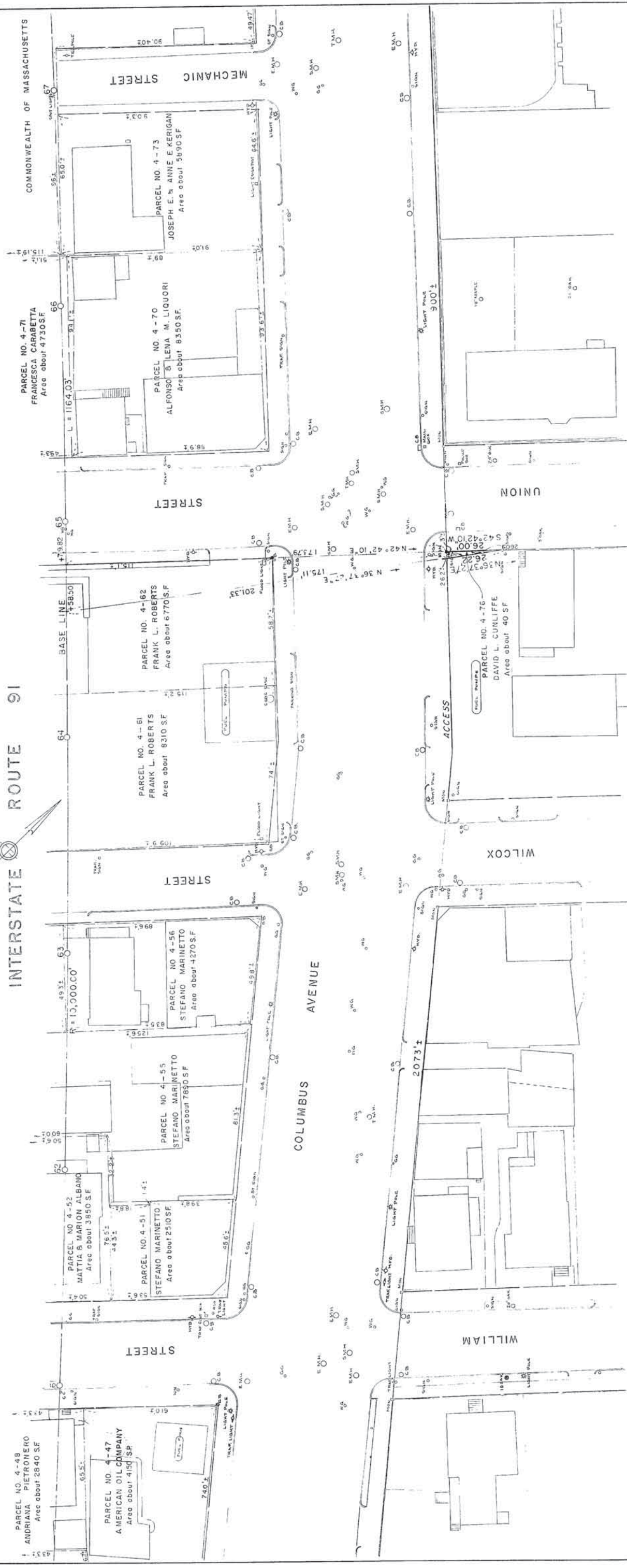


COLUMBUS AVENUE

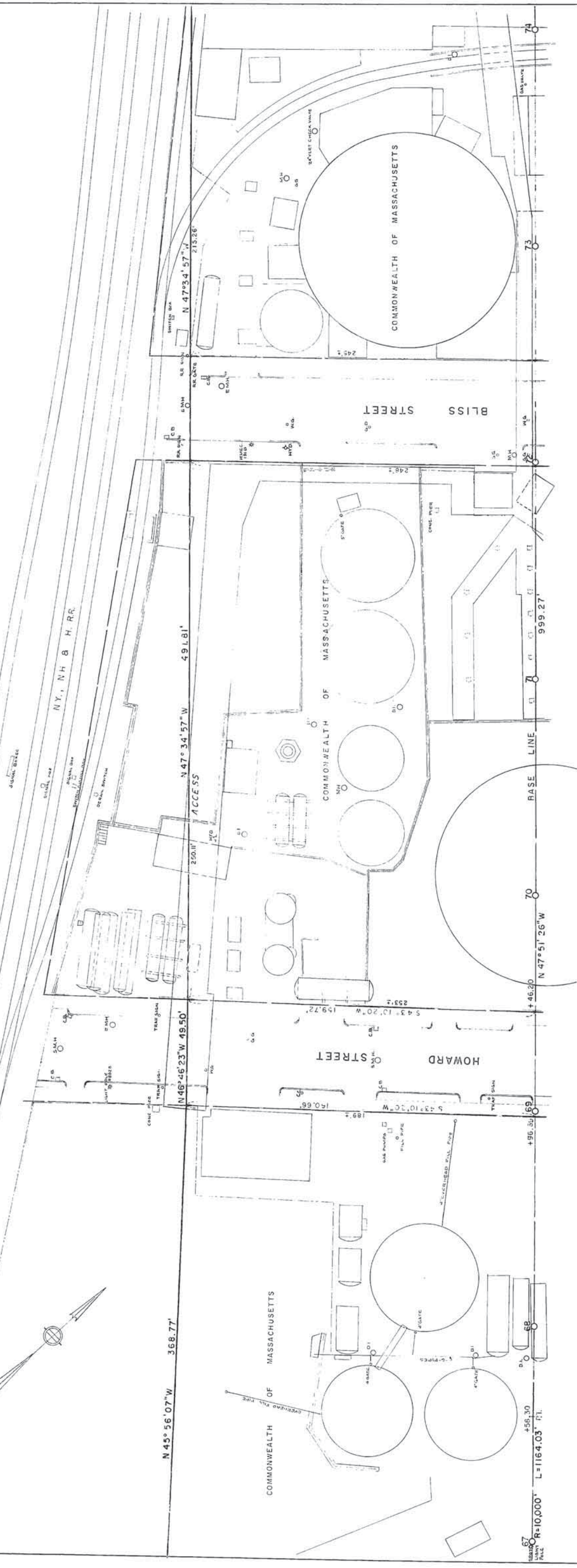


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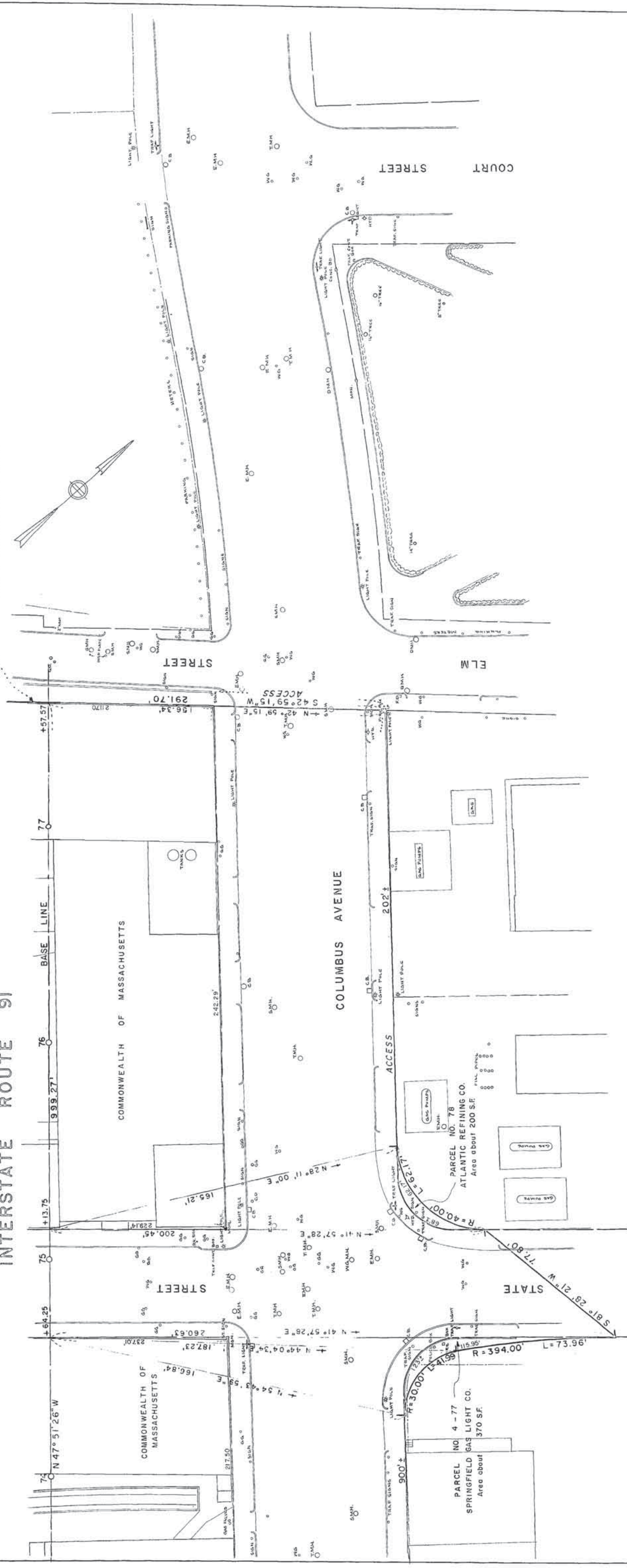
INTERSTATE ROUTE 91

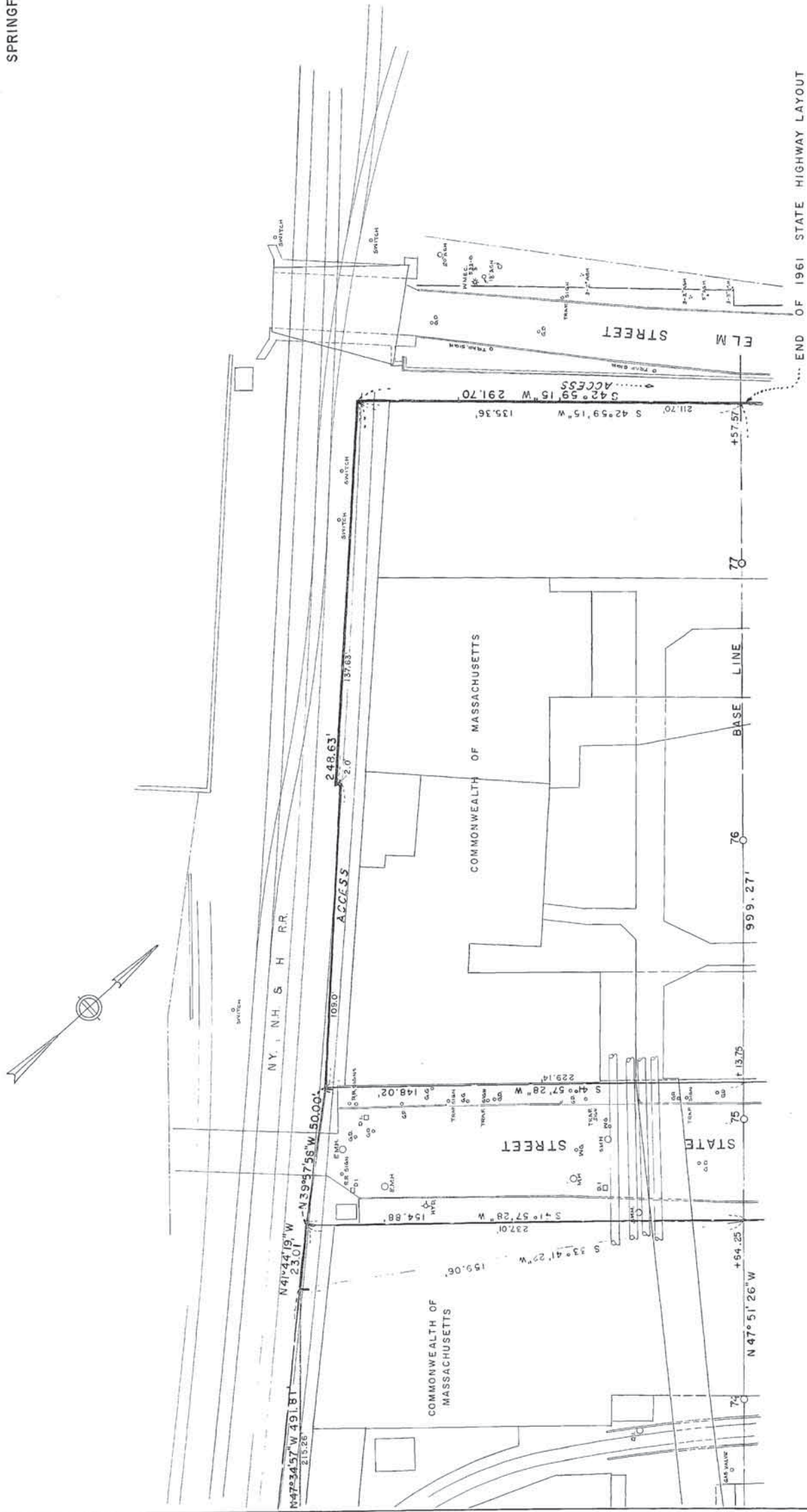






INTERSTATE ROUTE 91







The Commonwealth of Massachusetts
Department of Public Works
100 Nashua Street, Boston 14

October 30, 1961.

Springfield
Layout No. 5158

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated October 24, 1961, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in Springfield, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Edith I. Cronin
Secretary

H/ihc

Enclosures

Received and Filed,
November 1, 1961.

INTERSTATE ROUTE 91

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 5158
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on June 1, 1960 as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State highway, a road in the City of Springfield, County of Hampden.

The layout consists of establishing a new State highway location with limited access provisions, for a portion of Interstate Route 91, and begins at the northerly end of the State highway location laid out on May 31, 1960 (Layout No. 4950) at the southeasterly street line of Broad Street, and extends thence northerly about 3350 feet to the southeasterly street line of Elm Street, being more fully described as follows:

The baseline of location for the layout begins at a point on the southeasterly street line of Broad Street, shown on plan as station 44+08.16, said point being identical with station 44+08.16 of the main baseline of the aforesaid May 31, 1960 State highway layout, and extends thence, northerly as shown on plan by a curve to the left of 4500.00 feet radius 57.22 feet; thence by a curve to the left of 2500.00 feet radius 979.00 feet; thence by a curve to the left of 4500.00 feet radius 149.89 feet; thence by a curve to the left of 10,000.00 feet radius, 1164.03 feet; thence north 47° 51' 26" west 999.27 feet to a point at the end of the layout, on the southeasterly street line of Elm Street shown on the plan as station 77+57.57.

The length of the State highway hereby laid out is 3349.41 feet.

The westerly location line of the State highway as hereby laid out begins at a point marking the northerly end of the westerly location line of the aforesaid May 31, 1960 State highway layout, on the southeasterly street line of Broad Street bearing south 56° 54' 46" west and 113.95 feet distant from station 44+08.16 of the baseline, hereinbefore described and extends thence leaving

said 1960 location line and following said street line, south $56^{\circ} 54' 46''$ west 54.15 feet to a point bearing south $56^{\circ} 54' 46''$ west and 168.10 feet distant from said station 44+08.16; thence crossing Broad Street north $43^{\circ} 51' 05''$ west 50.90 feet to a point on the northwesterly street line of said Broad Street, said point bearing south $47^{\circ} 33' 03''$ west and being 204.81 feet distant from station 44+95.00 of said baseline; thence leaving said street line north $47^{\circ} 33' 03''$ east, 19.39 feet to a point bearing south $47^{\circ} 33' 03''$ west and 185.42 feet distant from said station 44+95.00; thence by a curve to the left of 5.00 feet radius 5.86 feet to a point bearing south $48^{\circ} 31' 11''$ west and 180.84 feet distant from said station 44+95.00; thence north $19^{\circ} 34' 53''$ west, 155.34 feet to a point bearing south $56^{\circ} 53' 27''$ west and 173.93 feet distant from station 46+23.60 of said baseline; thence by a curve to the left of 5.00 feet radius 8.86 feet to a point on the southeasterly street line of Norwood Street, said point bearing south $58^{\circ} 52' 06''$ west and being 178.73 feet distant from said station 46+23.60; thence leaving said street line north $22^{\circ} 38' 22''$ west, 37.41 feet to a point on the northwesterly street line of said Norwood Street, said point bearing south $58^{\circ} 52' 06''$ west and being 179.88 feet distant from station 46+61.19 of said baseline; thence leaving said street line by a curve to the left of 10.00 feet radius, not tangent to the line back, 13.69 feet to a point bearing south $61^{\circ} 33' 37''$ west and 170.27 feet distant from said station 46+61.19; thence north $19^{\circ} 34' 53''$ west 35.68 feet to a point bearing south $73^{\circ} 38' 13''$ west and 168.51 feet distant from said station 46+61.19; thence by a curve to the left of 1992.00 feet radius 124.08 feet to a point bearing south $53^{\circ} 14' 08''$ west and 167.26 feet distant from station 48+44.52 of said baseline; thence north $23^{\circ} 09' 01''$ west 1.42 feet to a point on the southeasterly street line of Gardner Street, bearing south $53^{\circ} 42' 30''$ west and being 166.94 feet distant from said station 48+44.52; thence leaving said street line north $24^{\circ} 22' 14''$ west 50.58 feet to a point on the northwesterly street line of said Gardner Street, said point bearing south $53^{\circ} 42' 30''$ west and being 165.38 feet distant from station 48+94.81 of said baseline; thence leaving said street line by a curve to the left not tangent to the line back of 5.00 feet radius 3.34 feet to a point bearing south $54^{\circ} 40' 49''$ west and 163.65 feet distant from said station 48+94.81; thence north $23^{\circ} 09' 01''$ west 226.71 feet to a point bearing south $26^{\circ} 43' 29''$ west and 161.87 feet distant from station 51+93.72 of said baseline; thence in part crossing Walker Street by a curve to the left of 952.00 feet radius 378.59 feet to a point bearing south $27^{\circ} 00' 56''$ west and 139.70 feet distant from station 55+59.30 of said baseline; thence in part crossing Whitney Place north $45^{\circ} 56' 07''$ west 242.91 feet to a point on the southeasterly street line of Margaret Street, said point bearing south $44^{\circ} 30' 06''$ west and being 148.99 feet distant

from station 57+60.71 of said baseline; thence leaving said street line and in part crossing said Margaret Street north $45^{\circ} 07' 15''$ west 324.09 feet to a point on the southeasterly street line of William Street said point bearing south $43^{\circ} 07' 14''$ west and being 160.74 feet distant from station 60+88.98 of said baseline; thence crossing said William Street north $45^{\circ} 52' 22''$ west 49.48 feet to a point on the northwesterly street line thereof, said point bearing south $43^{\circ} 07' 14''$ west and being 162.22 feet distant from station 61+38.51 of said baseline; thence leaving said street line and in part crossing Wilcox Street, north $46^{\circ} 37' 16''$ west 329.82 feet to a point bearing south $39^{\circ} 18' 12''$ west and 170.62 feet distant from station 64+79.82 of said baseline; thence by a curve to the left of 10.00 feet radius 15.83 feet to a point on the southeasterly street line of Union Street, said point bearing south $42^{\circ} 42' 10''$ west and being 180.31 feet distant from said station 64+79.82; thence crossing said Union Street north $35^{\circ} 05' 51''$ west 50.64 feet to a point on the northwesterly street line thereof, said point bearing south $42^{\circ} 42' 10''$ west and being 170.38 feet distant from station 65+29.33 of said baseline; thence leaving said street line north $45^{\circ} 56' 07''$ west 368.77 feet to a point on the southeasterly street line of Howard Street, said point bearing south $43^{\circ} 10' 20''$ west and being 160.66 feet distant from station 68+96.69 of said baseline; thence crossing said Howard Street north $46^{\circ} 46' 23''$ west 49.50 feet to a point on the northwesterly street line thereof, said point bearing south $43^{\circ} 10' 20''$ west and being 159.72 feet distant from station 69+46.20 of said baseline; thence leaving said street line and in part crossing Bliss Street, north $47^{\circ} 34' 57''$ west 491.81 feet to a point on the dividing line between land now or formerly of the New York, New Haven and Hartford Railroad⁶⁸ and land now or formerly of the Commonwealth of Massachusetts, said point bearing south $33^{\circ} 41' 22''$ west and being 159.06 feet distant from station 74+64.25 of said baseline; thence northwesterly, following said dividing line, north $41^{\circ} 44' 19''$ west, 23.01 feet to a point on the southeasterly street line of State Street, said point bearing south $41^{\circ} 57' 28''$ west and being 154.88 feet distant from said station 74+64.25; thence crossing said State Street north $39^{\circ} 57' 58''$ west 50.00 feet to a point on the northwesterly street line thereof, said point bearing south $41^{\circ} 57' 28''$ west and being 148.02 feet distant from station 75+13.75 of said baseline; thence leaving said street line northwesterly, southwesterly and again northwesterly as shown on plan following the dividing line between land now or formerly of the New York, New Haven and Hartford Railroad⁶⁹ and land now or formerly of the Commonwealth of Massachusetts, a total of 248.63 feet to a point

at the end of the layout on the southeasterly street line of Elm Street, said point bearing south $42^{\circ} 59' 15''$ west and being 135.36 feet distant from the point of ending of the baseline hereinbefore described, shown on plan as station 77+57.57.

The easterly location line of the State highway as hereby laid out begins at a point marking the northerly end of the easterly location line of the May 31, 1960 State highway layout on the existing southeasterly street line of the aforesaid Broad Street, said point bearing north $56^{\circ} 54' 46''$ east and being 129.47 feet distant from the point of beginning of the baseline, hereinbefore described, shown on plan as station 44+08.16; thence leaving said State highway location line and following said street line north $56^{\circ} 54' 46''$ east, 49.46 feet to a point on the existing easterly street line of Columbus Avenue, said point bearing north $56^{\circ} 54' 46''$ east and being 178.93 feet distant from said station 44+08.16; thence extending northwesterly along the existing easterly street line of said Columbus Avenue, in part crossing said Broad Street, Norwood Street, Gardner Street, Arlington Court, Lombard Street, Loring Street, Freemont Street, Margaret Street, William Street and Wilcox Street, about 2073 feet to a point bearing north $36^{\circ} 37' 27''$ east and 175.11 feet distant from station 64+58.50 of said baseline; thence leaving the existing easterly street line of said Columbus Avenue north $36^{\circ} 37' 27''$ east 26.22 feet to a point on the existing southeasterly street line of Union Street, said point bearing north $36^{\circ} 37' 27''$ east and being 201.33 feet distant from said station 64+58.50; thence following said street line south $42^{\circ} 42' 10''$ west, 26.00 feet to a point marking the intersection therewith of the existing easterly street line of said Columbus Avenue, said point bearing north $42^{\circ} 42' 10''$ east and being 173.79 feet distant from station 64+79.82 of said baseline; thence northwesterly, following the existing easterly street line of said Columbus Avenue, in part crossing said Union Street, Howard Street and Bliss Street, about 900 feet to a point bearing north $54^{\circ} 43' 59''$ east and 166.84 feet distant from station 74+64.25 of said baseline; thence northwesterly to northeasterly by a curve to the right of 30.00 feet radius, 41.99 feet to a point bearing north $44^{\circ} 04' 34''$ east and 187.23 feet distant from said station 74+64.25; thence by a curve to the right of 394.00 feet radius 73.96 feet to a point on the existing southeasterly street line of State Street, said point bearing north $41^{\circ} 57' 28''$ east and being 260.63 feet distant from said station 74+64.25; thence crossing said State Street south $81^{\circ} 28' 21''$ west, 77.80 feet to a point on the existing northwesterly street line thereof

said point bearing north $41^{\circ} 57' 28''$ east and being 200.45 feet distant from station 75+13.75 of said baseline; thence leaving said street line southwesterly to northwesterly, as shown on plan, by a curve to the right of 40.00 feet radius, 62.17 feet to a point on the aforesaid easterly street line of Columbus Avenue, said point bearing north $28^{\circ} 11' 00''$ east and being 165.21 feet distant from said station 75+13.75; thence northwesterly again following the aforesaid existing easterly street line of Columbus Avenue, about 202 feet to a point at the end of the layout on the existing southeasterly street line of Elm Street, said point bearing north $42^{\circ} 59' 15''$ east and being 156.34 feet distant from the point of ending of the baseline hereinbefore described shown on plan as station 77+57.57.

The northerly end of the State highway hereby laid out is defined by that portion of the aforesaid southeasterly street line of Elm Street bearing south $42^{\circ} 59' 15''$ west and 291.70 feet in length, extending between the points of ending of the westerly and easterly location lines hereinbefore described.

The location lines of the State highway hereby laid out are to be further defined by bounds set thereon at angle points, points of curvature, and at the points of beginning and ending thereof.

The right of access to and egress from the State highway location hereinbefore described is limited but free access to and egress from said location is allowed across the location lines hereinbefore described for their entire lengths.

In connection with the construction of the State highway in the location hereinbefore described, it is necessary to take easements in the parcels of land hereinafter described as parcels 4-RT-1 to 4-RT-6 inclusive. Said easements are hereby taken for the purpose of removing and/or demolishing structures or portions of structures which are located partly upon said land and partly within the location of said State highway, and consist of the right to enter upon said land at any time during the effective period of said easements and to remove and/or demolish structures or portions of structures now located thereon. Said easements are temporary in nature and are to be in effect only until such time as the aforesaid purpose for which they have been taken has been accomplished to the extent deemed necessary by the Department.

Parcel 4-RT-1. A parcel of land supposed to be owned by George T. & Frances C. Wisniewski, adjoining the westerly location line of the State highway layout hereinbefore described, bounded by said location line by the northwesterly street line of Norwood Street and by the line connecting the following points: About opposite station 46+30 of the baseline hereinbefore described and on said street line; about opposite station 47+25 of said baseline and about 37 feet from said State highway location line; about opposite station 47+30 of said baseline and on said State highway location line.

Parcel 4-RT-2. A parcel of land supposed to be owned by Raymond A. & Angelina T. Cross, adjoining the westerly location line of the State highway layout hereinbefore described; bounded by said location line by the northwesterly street line of Margaret Street and by the line connecting the following points: Opposite station 57+98 of the baseline hereinbefore described and on said street line; opposite station 58+64 of said baseline and about 26 feet from said State highway location line; about opposite station 58+65 of said baseline and on said State highway location line.

Parcel 4-RT-3. A parcel of land supposed to be owned by Giuseppi Pessolano, adjoining the westerly location line of the State highway layout hereinbefore described, bounded by said location line by the northwesterly street line of Wilcox Street and by the line connecting the following points: Opposite station 63+41 of said baseline, and on said street line; about opposite station 64+13 of said baseline and about 18 feet from said location line; and about opposite said station 64+13 and on said State highway location line.

Parcel 4-RT-4. A parcel of land supposed to be owned by the Estate of Christina Buoniconti, adjoining the westerly location line of the State highway layout hereinbefore described, bounded by said location line by the southeasterly street line of Union Street, and by the line connecting the following points: About opposite station 64+13 of said baseline and on said State highway location line; about opposite said station 64+13 and about 24 feet from said location line; about opposite station 64+76 of said baseline and on said street line.

Parcel 4-RT-5. A parcel of land supposed to be owned by Antonio Cressotti adjoining the westerly location line of the State highway layout hereinbefore described, bounded by said location line and by the line connecting the following points: Opposite station 48+65 of the baseline and on said location line; about opposite station 49+47 of said baseline and about 20 feet from said location line; and about opposite station 49+52 of said baseline and on said location line.

Parcel 4-RT-6. A parcel of land supposed to be owned by John and Michelina Chechile Cattoni, adjoining the westerly location line of the State highway layout hereinbefore described bounded by said location line and by the line connecting the following points: Opposite station 62+17 of the baseline hereinbefore described and on said location line; opposite said station 62+17 and about 2 feet from said location line; about opposite station 62+40 of said baseline and about 3 feet from said location line and about opposite said station 62+40 and on said location line.

The locations of the above-described easements are more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, of Chapter 590 of the Acts of 1961, and of Chapter 718 of the Acts of 1956 all of the land not already owned by the Commonwealth of Massachusetts, outside of the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, situated in the City of Springfield, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 4-1 to 4-78 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule of awards hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The State highway hereby laid out and the aforesaid takings are shown on a plan signed by E. J. McCarthy, Chief Engineer, and signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield, Hampden County Laid out as a State Highway by the Department of Public Works October 24, 1961 Scale: 20 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by persons in their property by reason of the aforesaid takings, the following awards are made:

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
4-1	Rosie Gentile	7850 sq.ft.	\$1.00
4-2	Virginia M. Strogopetti	4730 sq.ft.	1.00
4-3	Josephine Partyka, Arthur & Nancy F. Flourde	4660 sq.ft.	1.00
4-4	Maria M. & Antonette M. Planzo	4610 sq.ft.	1.00
4-5	Elizabeth Pescetta	3250 sq.ft.	1.00
4-6	Vincent & Margaret M. Santinello	3180 sq.ft.	1.00
4-7	Antonio Grimaldi	3070 sq.ft.	1.00
4-8	Madeline M. Sullivan	6640 sq.ft.	1.00
4-9	Lizzie Caporale	1680 sq.ft.	1.00
4-10	Plante Properties, Inc.	4450 sq.ft.	1.00
4-11	Bourbeau Realty Trust	4710 sq.ft.	1.00
4-12	Harold M. & Avis B. Catlin Jr.	4730 sq.ft.	1.00
4-13	Chester & Dorothy B. Hodgson	4570 sq.ft.	1.00
4-14	George T. & Frances C. Wisniewski	7080 sq.ft.	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
4-15	Harry W. & Marguerite W. Young	4550 sq.ft.	\$1.00
4-16	Teresa Capuano	4210 sq.ft.	1.00
4-17	Angelo L. & Fortuna Vezzola	6700 sq.ft.	1.00
4-18	Harry Schaffer	6500 sq.ft.	1.00
4-19	Antonio & Christina D'Ercole	1050 sq.ft.	1.00
4-20	Schwartz Brothers Co., Inc.	7710 sq.ft.	1.00
4-21	Schwartz Brothers Co., Inc.	3750 sq.ft.	1.00
4-22	Andrea & Giuseppina Russo	5100 sq.ft.	1.00
4-23	Angelo L. & Fortuna Vezzola	5400 sq.ft.	1.00
4-24	Antonio Cressotti	4350 sq.ft.	1.00
4-25	Carmino J. & Margaret R. Cardaropoli	4430 sq.ft.	1.00
4-26	Carmino J. & Margaret R. Cardaropoli	11360 sq.ft.	1.00
4-27	Clement Paint & Supplies, Inc.	5430 sq.ft.	1.00
4-28	City of Springfield	25580 sq.ft.	1.00
4-29	Harry & Melvin Holstein	10370 sq.ft.	1.00
4-30	Mary Allegra	4180 sq.ft.	1.00
4-31	Raymond C. Cavallini	3710 sq.ft.	1.00
4-32	Estates of Nicola & Teresa Curto	5110 sq.ft.	1.00
4-33	Matteo & Lucia Gentile	5150 sq.ft.	1.00
4-34	Patricia S. Underwood Barbara B. Damon & Robert D. Bach	2840 sq.ft.	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
4-35	Demonic F. & Minnie Mazzaferro	2050 sq.ft.	\$1.00
4-36	Giuseppi & Rose Buoniconti	2730 sq.ft.	1.00
4-37	Giuseppi & Rose Buoniconti	3090 sq.ft.	1.00
4-38	Antonio & Maria Longo	4960 sq.ft.	1.00
4-39	Raymond A. & Angelina T. Cross	2140 sq.ft.	1.00
4-40	Domenico F. & Minnie Mazzaferro	5060 sq.ft.	1.00
4-41	James Grimaldi & Alfonso Grimaldi	3090 sq.ft.	1.00
4-42	Catarina Reale	3290 sq.ft.	1.00
4-43	Frank & Pasqualina Cardinale	4290 sq.ft.	1.00
4-44	Francesco & Marietta Compiti	3030 sq.ft.	1.00
4-45	James L. Grimaldi Alfonso Grimaldi	3500 sq.ft.	1.00
4-46	Edward L. & Jean H. Canter	3690 sq.ft.	1.00
4-47	American Oil Co.	4150 sq.ft.	1.00
4-48	Andriana Pietronero	2840 sq.ft.	1.00
4-49	Antonio & Rosina Gentile	2840 sq.ft.	1.00
4-50	James Grimaldi & Alfonso Grimaldi	4320 sq.ft.	1.00
4-51	Stefano Marinetto	2510 sq.ft.	1.00
4-52	Mattia & Marion Albano	3850 sq.ft.	1.00
4-53	Nellie M. Sheehan	5830 sq.ft.	1.00
4-54	John & Michelina Chechile Cattoni	6090 sq.ft.	1.00
4-55	Stefano Marinetto	7890 sq.ft.	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
4-56	Stefano Marinetto	4270 sq.ft.	\$1.00
4-57	Stefano Marinetto	2360 sq.ft.	1.00
4-58	Carmino Delapa	2370 sq.ft.	1.00
4-59	Estate of Gabriele Cianflone	4190 sq.ft.	1.00
4-60	Estate of Mary Concetta Fazio	3690 sq.ft.	1.00
4-61	Frank L. Roberts	8310 sq.ft.	1.00
4-62	Frank L. Roberts	6770 sq.ft.	1.00
4-63	Bernadino & Carolina M. Vivenzio	2200 sq.ft.	1.00
4-64	Stefano Marinetto	2130 sq.ft.	1.00
4-65	Thomas A. Giuliano	3470 sq.ft.	1.00
4-66	Owner Unknown	2510 sq.ft.	1.00
4-67	Giuseppi Pessolano	830 sq.ft.	1.00
4-68	Albert Realty Corp.	7800 sq.ft.	1.00
4-69	Estate of Christina Buoniconti	730 sq.ft.	1.00
4-70	Alfonso & Lena M. Liquori	8350 sq.ft.	1.00
4-71	Francesca Carabetta	4730 sq.ft.	1.00
4-72	Orlando & Mary J. Albano	6260 sq.ft.	1.00
4-73	Joseph E. & Anne E. Kerigan	5890 sq.ft.	1.00
4-74	Adaline Andreis Cartello and Ignatio Andreis	3090 sq.ft.	1.00
4-75	Enrico Mercolino and Annie Settembre	5280 sq.ft.	1.00
4-76	David L. Cunliffe	40 sq.ft.	1.00

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>	<u>Award</u>
4-77	Springfield Gas Light Co.	370 sq.ft.	\$1.00
4-78	Atlantic Refining Co.	200 sq.ft.	1.00
4-RT-1	George T. & Frances C. Wisniewski		1.00
4-RT-2	Raymond A. & Angelina T. Cross		1.00
4-RT-3	Giuseppi Pessolano		1.00
4-RT-4	Estate of Christina Buoniconti		1.00
4-RT-5	Antonio Cressotti		1.00
4-RT-6	John and Michelina Chechile Cattoni		1.00

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

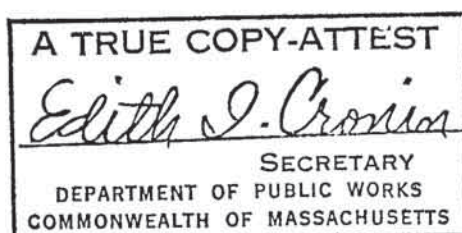
Voted; That said new or existing way as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-fourth day of October, 1961.

Jack P. Ricciardi Department

of

George C. Toumpouras Public Works



1962

Springfield



**STATE HIGHWAY LAYOUT #5212
I-91, Revision of limited access provisions
between Mill St. & York St.**

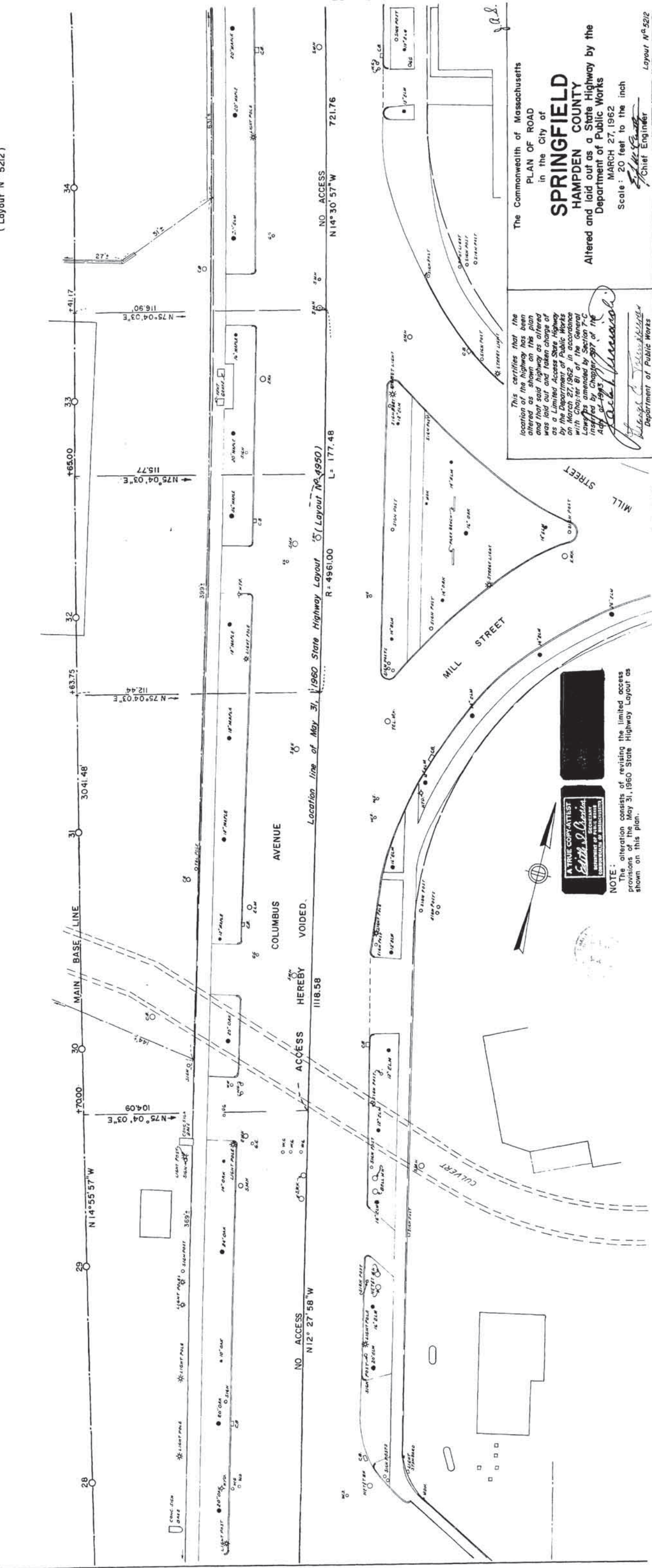
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 84 PAGES 100-102.

INDEXING

STATE HIGHWAY LAYOUT #5212

- Image Info** SH67013 Springfield
- Image Info** SH67013 I-91
- Image Info** SH67013 Mill Street
- Image Info** SH67013 York Street

TWO SHEETS
(Layout N^o. 5212)



This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on March 27, 1962 in accordance with Chapter 8I of the General Laws as amended by Section 7-C inserted by Chapter 387 of the Acts of 1962.

[Signature]
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of

SPRINGFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works

MARCH 27, 1962
Scale: 20 feet to the inch

Layout N^o. 5212



NOTE:
The alteration consists of revising the limited access provisions of the May 31, 1960 State Highway Layout as shown on this plan.

1963

Springfield



**STATE HIGHWAY LAYOUT #5322
I-91, Broad St. to Elm St. establishing
lines of no transit within layout.**

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 89 PAGES 32-54.

INDEXING

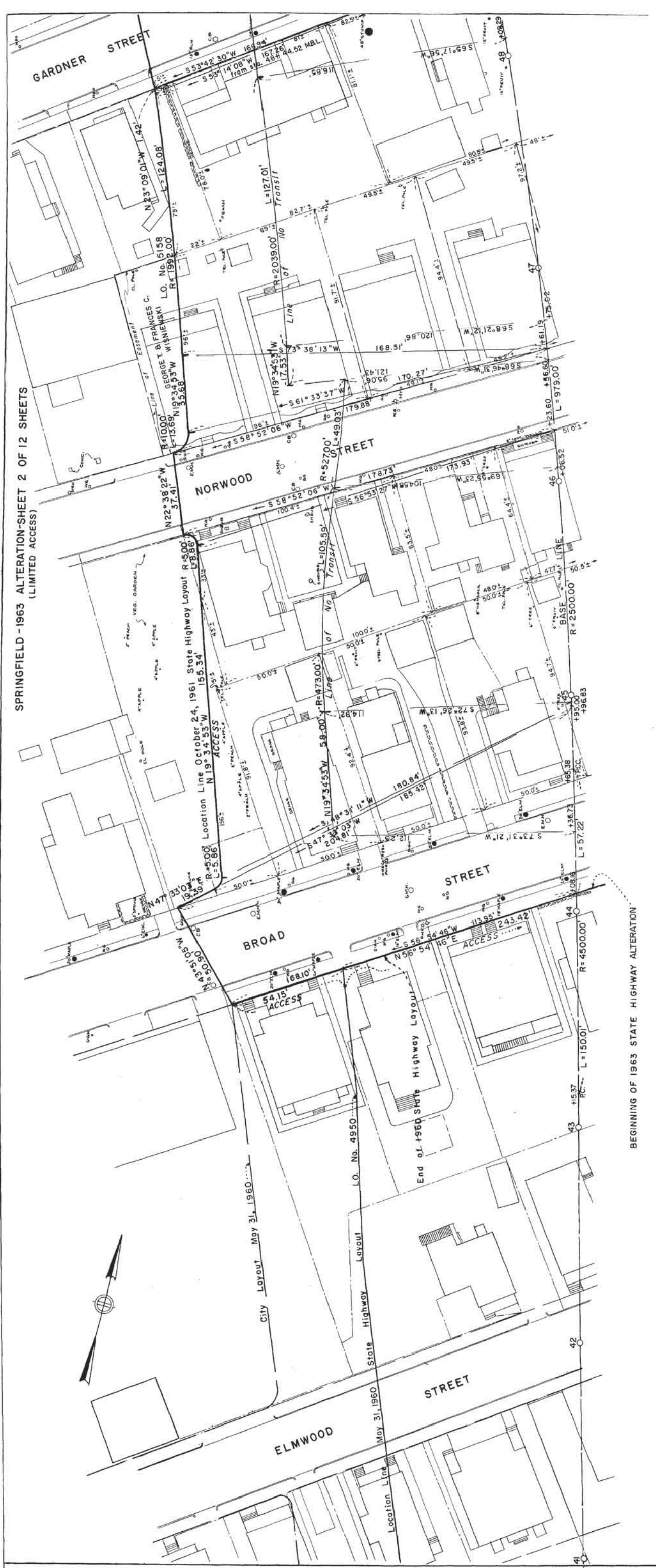
STATE HIGHWAY LAYOUT #5322

- Image Info** SH67014 Springfield
- Image Info** SH67014 Broad Street
- Image Info** SH67014 Columbus Avenue
- Image Info** SH67014 Elm Street
- Image Info** SH67014 I-91

Layout No. 5322

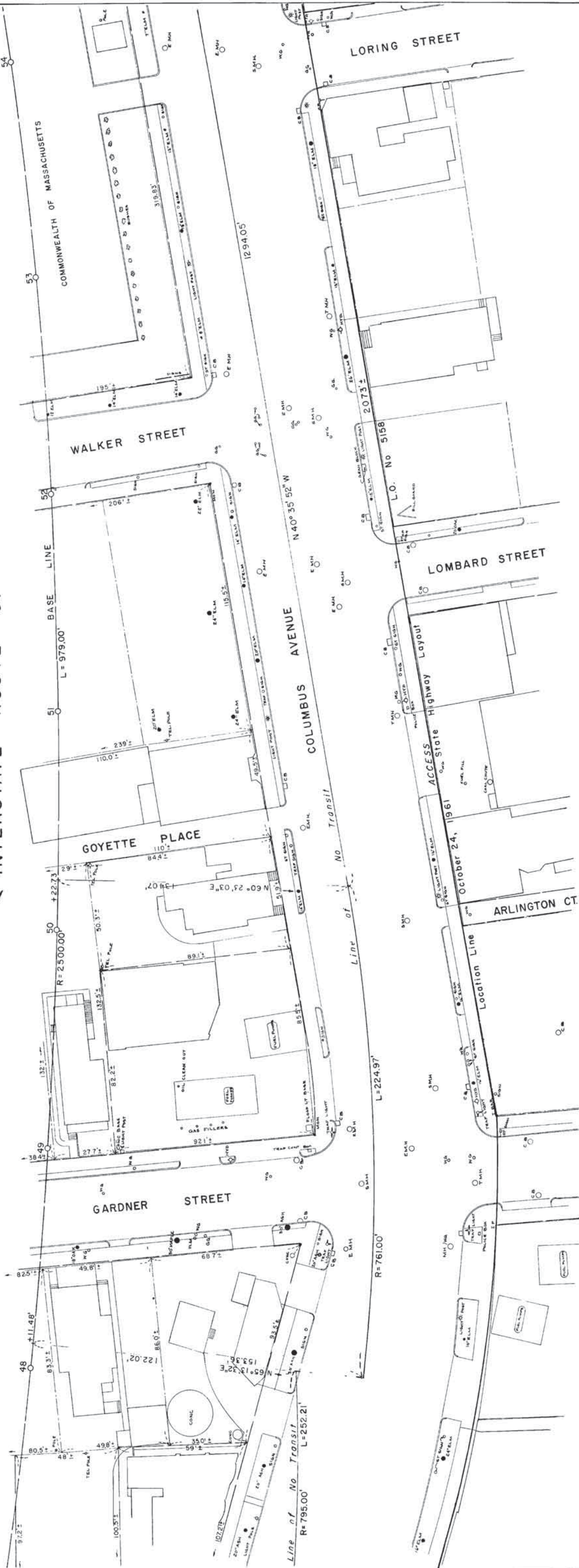


SPRINGFIELD - 1963 ALTERATION - SHEET 2 OF 12 SHEETS
(LIMITED ACCESS)



BEGINNING OF 1963 STATE HIGHWAY ALTERATION

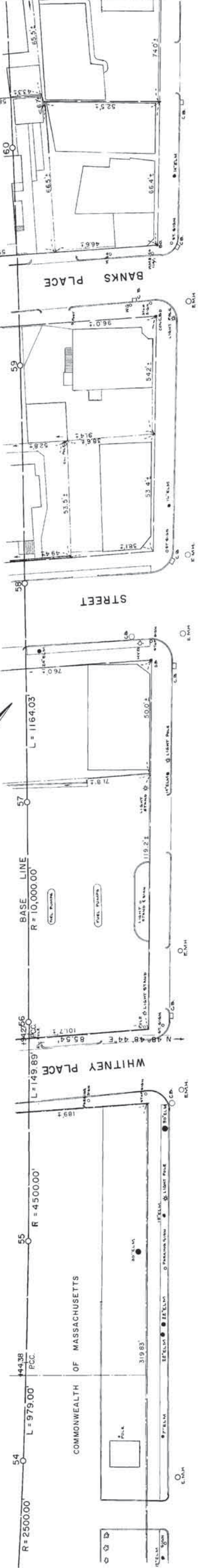
INTERSTATE ROUTE 91



SPRINGFIELD - 1963 ALTERATION - SHEET 4 OF 12 SHEETS
(LIMITED ACCESS)

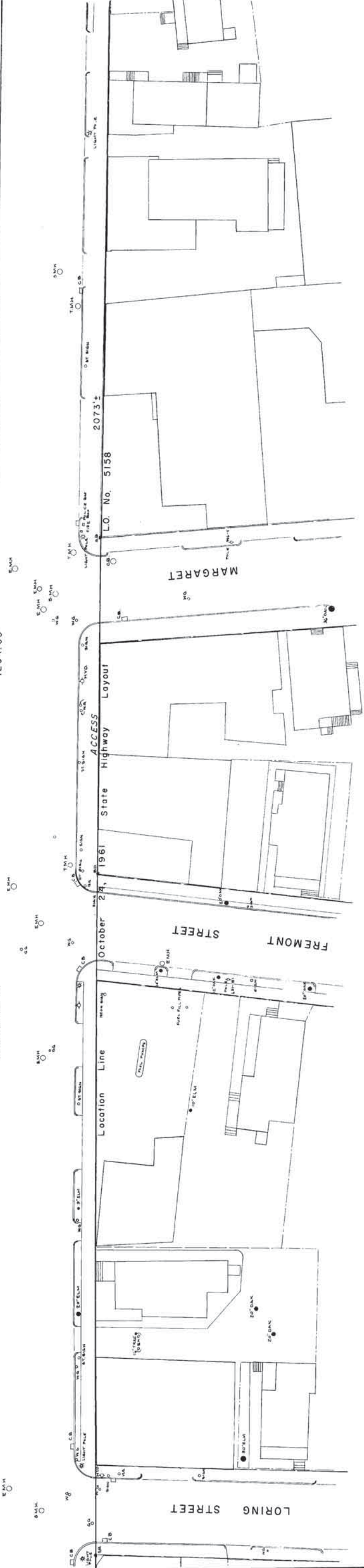


INTERSTATE ROUTE 91

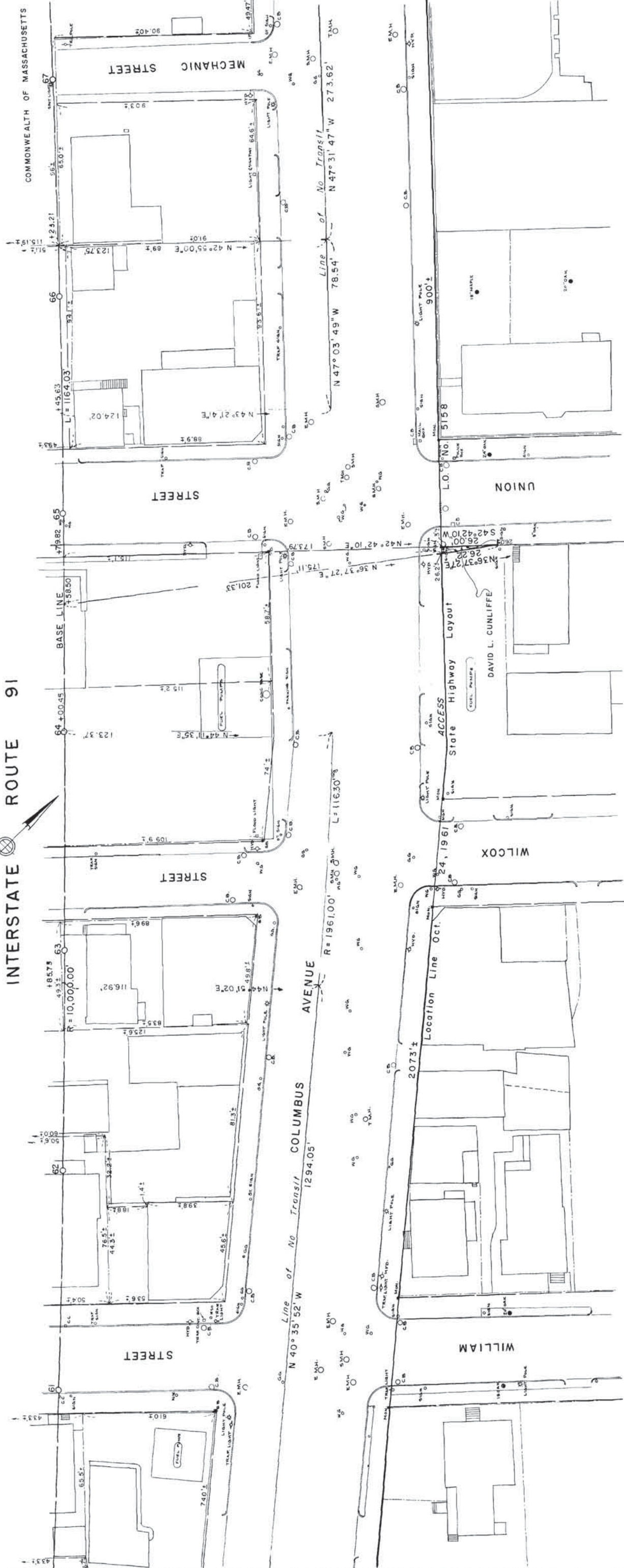


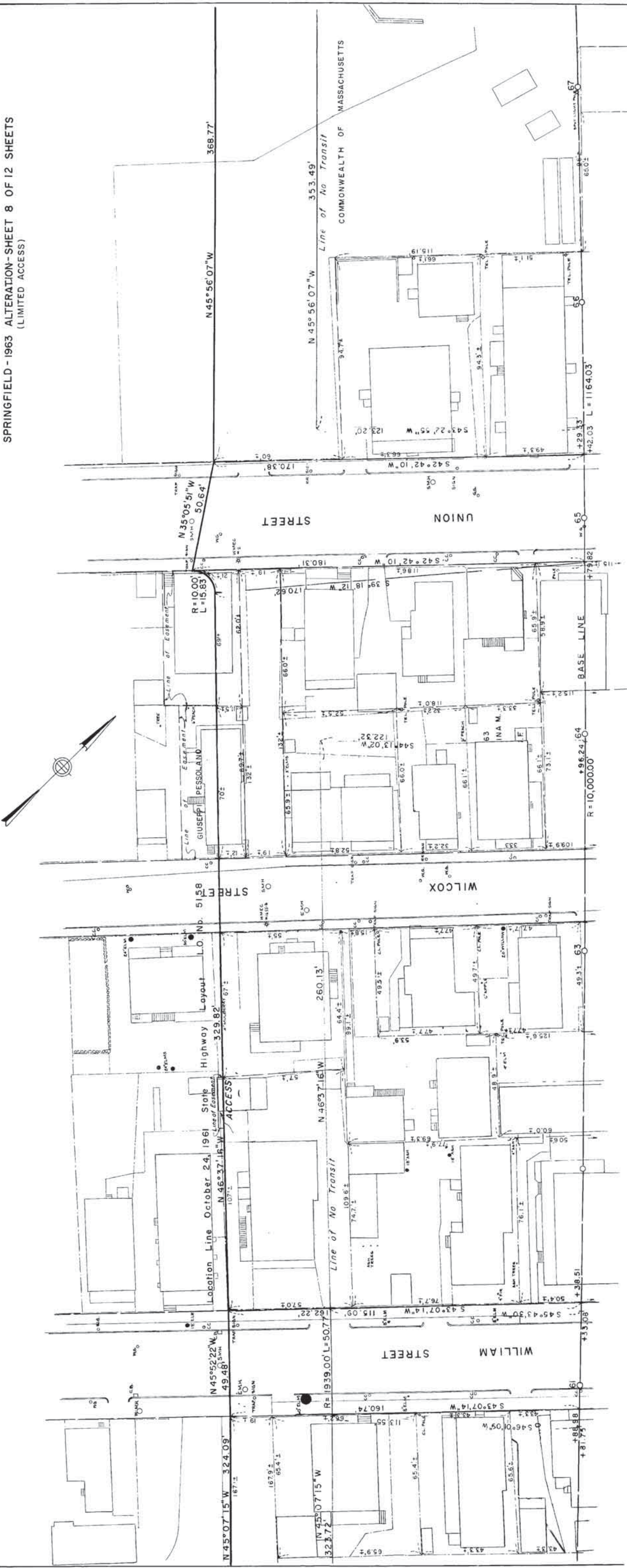
COLUMBUS AVENUE 1294.05' *Line of No Transit*

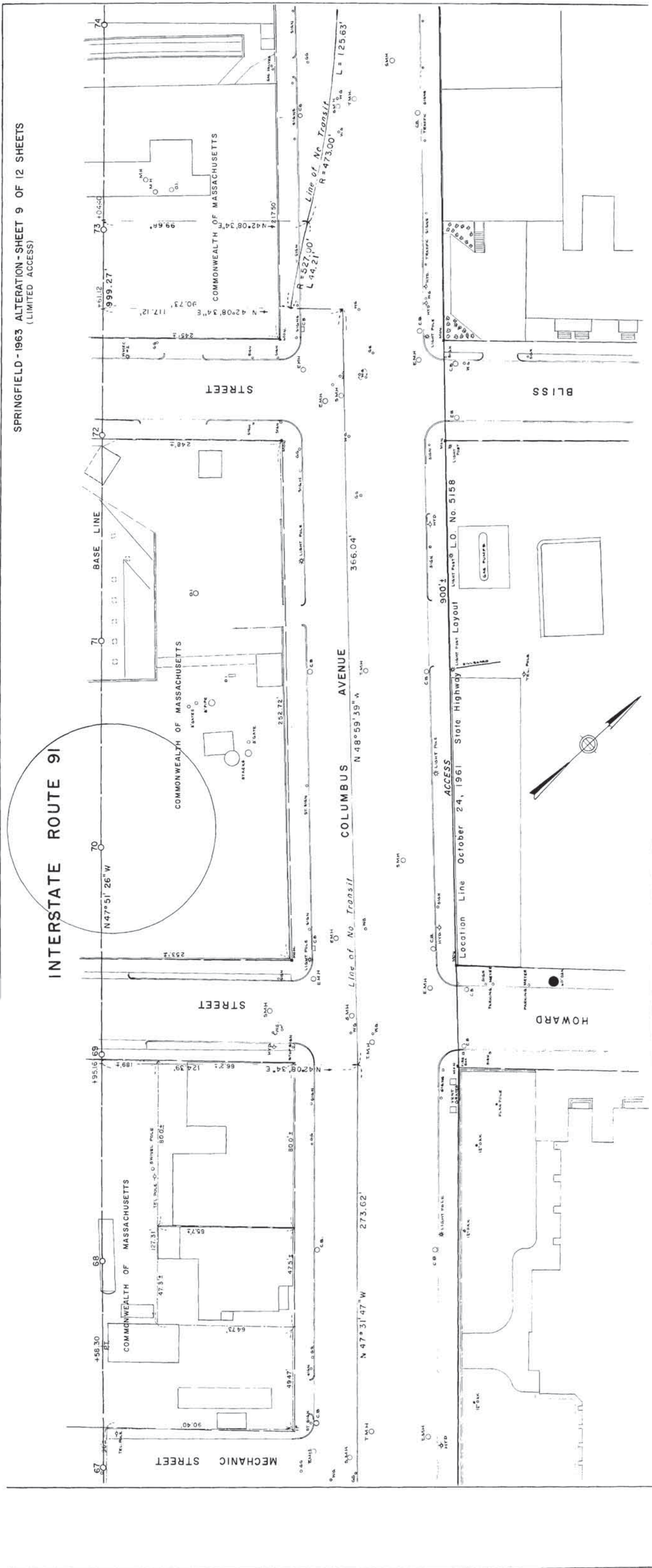
N 40°35'52" W

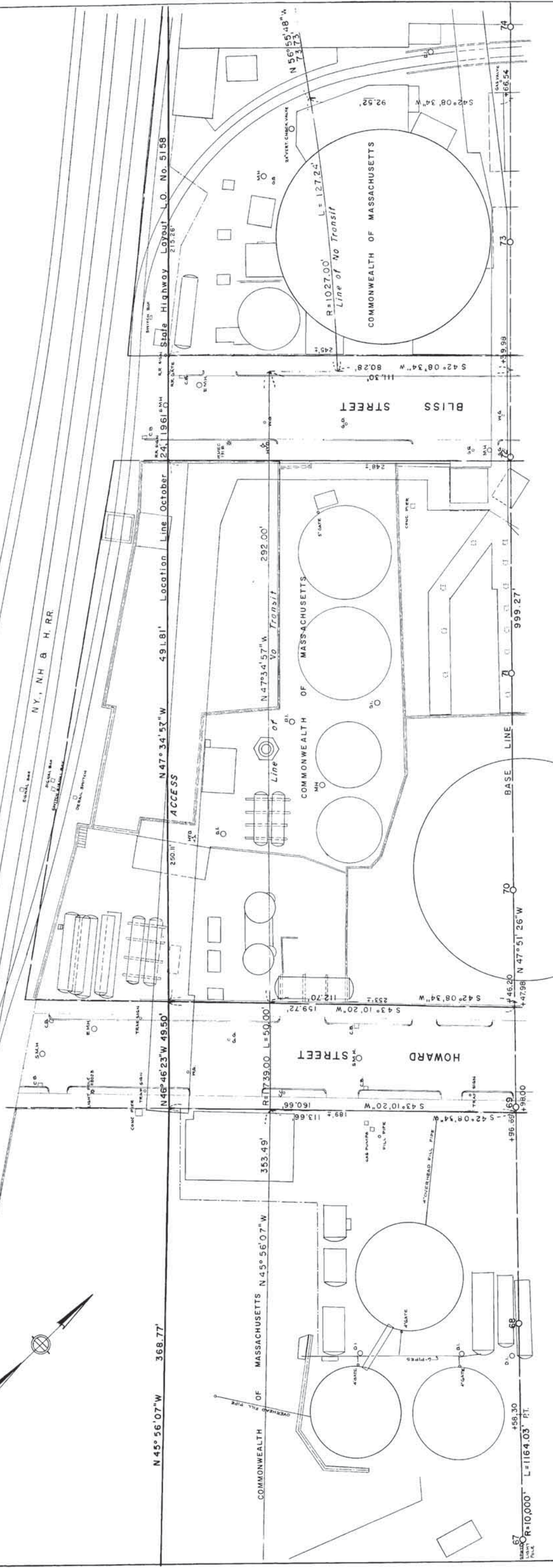


INTERSTATE ROUTE 91



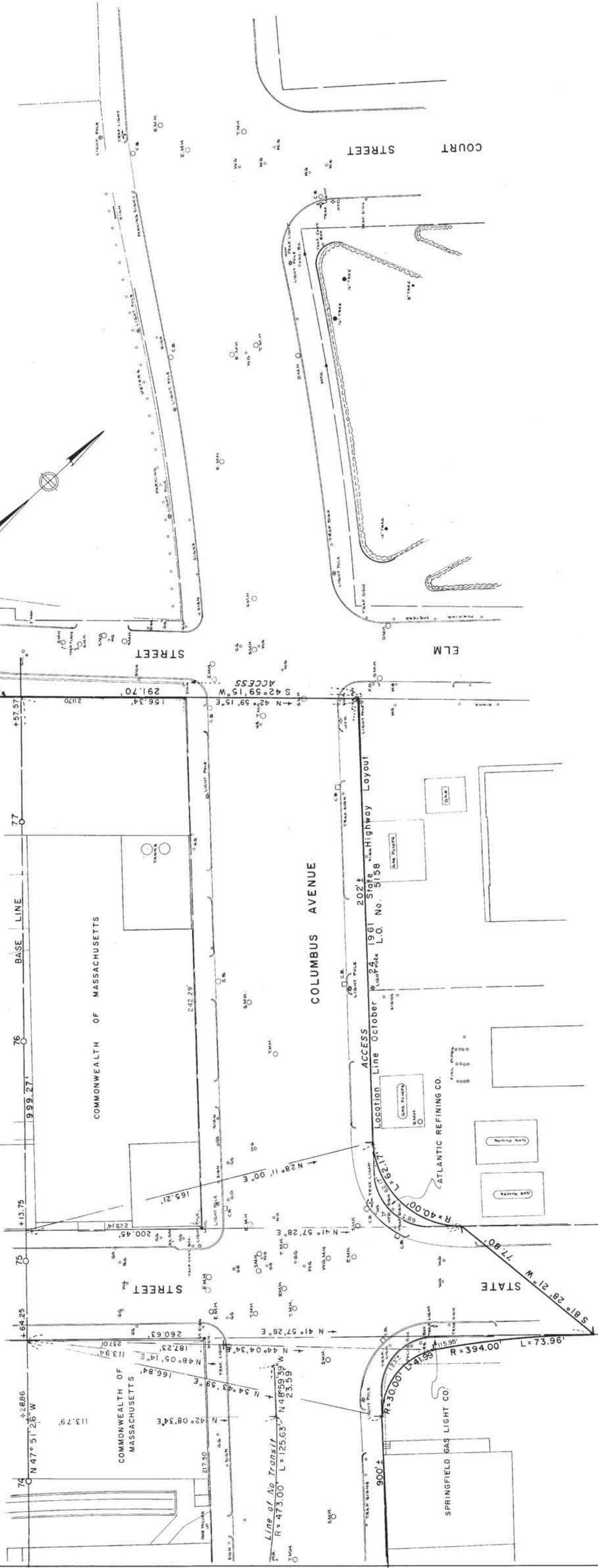


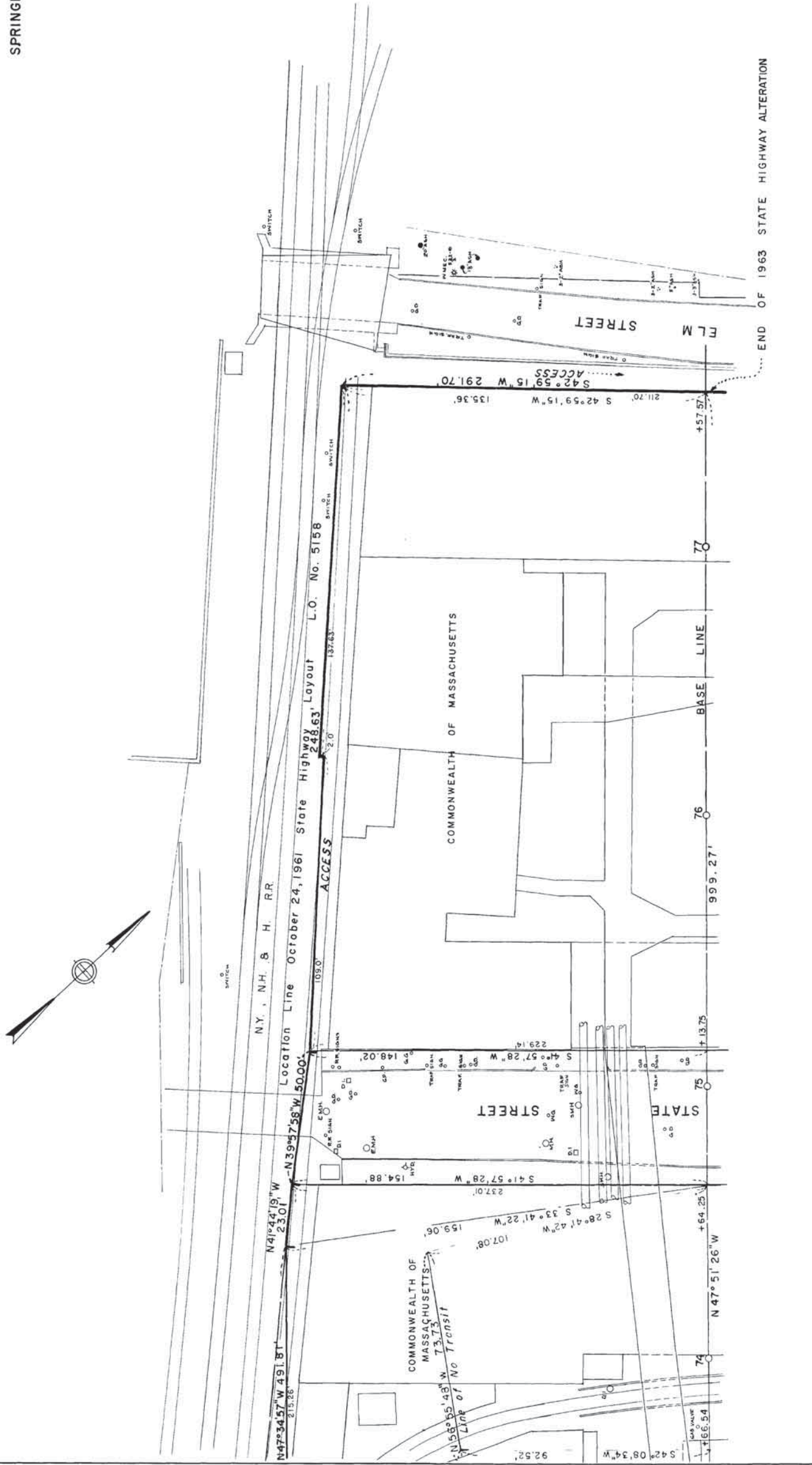




END OF 1963 STATE HIGHWAY ALTERATION

INTERSTATE ROUTE 91





1965

Springfield



STATE HIGHWAY LAYOUT #5483
I-291, taking for interchange at Armory St. & Liberty St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 98 PAGE 114(a).

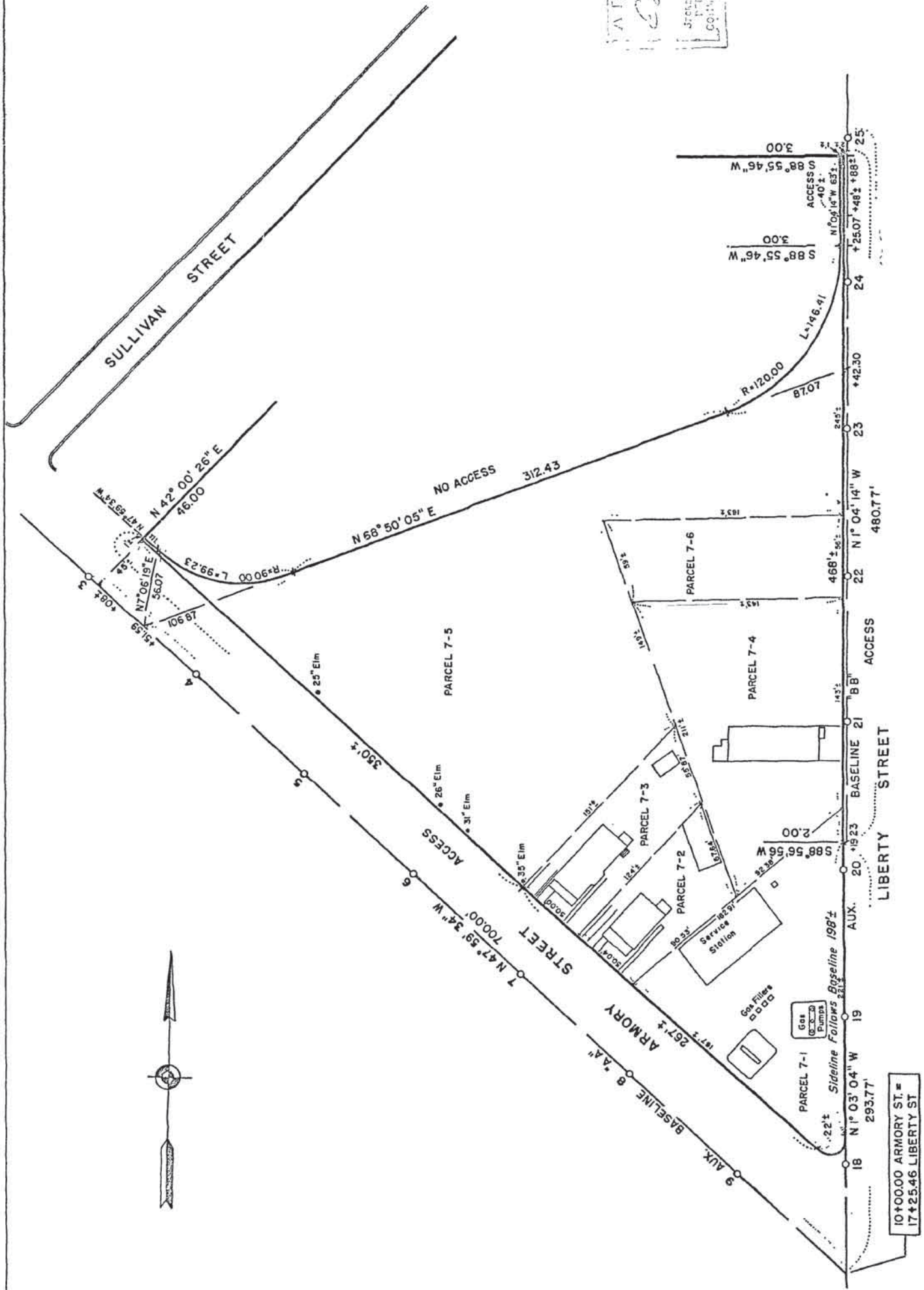
INDEXING

STATE HIGHWAY LAYOUT #5483

- Image Info SH67015 Springfield
- Image Info SH67015 Armory Street
- Image Info SH67015 I-291
- Image Info SH67015 Liberty Street

SPRINGFIELD-1965-ONE SHEET

LIMITED ACCESS
LAYOUT N° 5483



PARCEL NO.	SUPPOSED OWNER	AREA ABOUT
7-1	SHAW BROS. INC.	17,600 Sq. ft.
7-2	VICTOR E. PILASTRO & HOWARD A. SCHECHTERLE	5,910 Sq. ft.
7-3	SUSAN O'BRIEN, NORA M. O'BRIEN & ROSE M. O'BRIEN	6,707 Sq. ft.
7-4	FRIENDLY RETAIL ROUTES	19,700 Sq. ft.
7-5	TULIP REALTY COMPANY INC.	1.39 Acres
7-6	NELLIE M. CURLEY	7,570 Sq. ft.

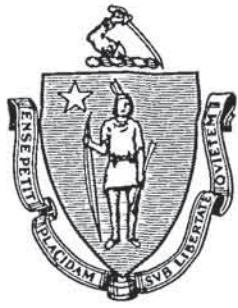
A TRUE COPY-ATTEST
Edward F. Paluge
REGISTERED PROFESSIONAL ENGINEER
STATE OF MASSACHUSETTS
COMMISSION

This certifies that the road shown on this plan was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on April 7, 1965, in accordance with Chapter 81 of the General Laws as amended by Section 7C inserted by Chapter 357 of the Acts of 1943.

For Official Seal
J. R. Murphy
Department of Public Works
Chief Engineer



The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
SPRINGFIELD
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
APRIL 7, 1965
Scale: 80 feet to the inch
Edward F. Paluge P.E.
Chief Engineer
Layout No. 5483



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

April 7, 1965

Springfield

LAYOUT No. 5483

Mr. Edward C. Shea
Clerk, Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated April 7, 1965, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in Springfield, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Edith J. Cronin

RC

Department Secretary

EC/hfm

Enclosures

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Layout No. 5483
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on June 1, 1960, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State highway, a road in the City of Springfield, County of Hampden.

The layout establishes a location for a portion of an interchange for Interstate Route 291, with limited access provisions, and is located southeasterly of Sullivan Street; being more fully described as follows:

The baselines used for the section of State highway hereby laid out are those of a Survey made by Engineers of the Department of Public Works.

An auxiliary baseline "AA" begins at a point in the existing roadway of Armory Street, shown on plan as Station 3 and extends thence, South 47° 59' 34" East 700.00 feet to a point at the end of the layout shown on plan as Station 10+00.00.

An auxiliary baseline "BB" begins at a point in the existing roadway of Armory Street, shown on plan as Station 17+25.46, said point being identical with Station 10+00.00 of auxiliary baseline "AA" hereinbefore described, and extends thence, North 1° 03' 04" West 293.77 feet, thence North 88° 56' 56" East, 2.00 feet; thence North 1° 04' 14" West 480.77 feet to the point of ending thereof,

shown on plan as Station 25.

The location line of the State highway as hereby laid out begins at a point on the existing northeasterly street line of Armory Street said point bearing North $42^{\circ} 00' 26''$ East and about 45 feet distant from about Station 3+08 of auxiliary baseline "AA" hereinbefore described and extends thence leaving said street line North $42^{\circ} 00' 26''$ East about 1 foot to a point bearing North $42^{\circ} 00' 26''$ East and 46.00 feet distant from about said Station 3+08; thence South $47^{\circ} 59' 34''$ East about 11 feet to a point bearing North $7^{\circ} 06' 19''$ East and 56.07 feet distant from Station 3+51.59 of said auxiliary baseline "AA"; thence by a curve to the left of 90.00 feet radius 99.23 feet to a point bearing North $68^{\circ} 50' 05''$ East and 106.87 feet distant from said Station 3+51.59; thence North $68^{\circ} 50' 05''$ East 312.43 feet to a point bearing South $68^{\circ} 50' 05''$ West and 87.07 feet distant from Station 23+42.30 of auxiliary baseline "BB" hereinbefore described; thence by a curve to the left of 120.00 feet radius 146.41 feet to a point bearing South $88^{\circ} 55' 46''$ West and 3.00 feet distant from Station 24+25.07 of said auxiliary baseline "BB"; thence North $1^{\circ} 04' 14''$ West about 63 feet to a point bearing South $88^{\circ} 55' 46''$ West and 3.00 feet distant from about Station 24+88 of said auxiliary baseline "BB"; thence North $88^{\circ} 55' 46''$ East about 1 foot to a point on the existing westerly street line of Liberty Street, said point bearing South $88^{\circ} 55' 46''$ West and being about 2 feet distant from about said Station 24+88; thence following said street line southerly about 468 feet to a point bearing South $88^{\circ} 56' 56''$ West and 2.00 feet distant from Station 20+19.23 of auxiliary baseline "BB"; thence South $1^{\circ} 03' 04''$ East about 198 feet; thence leaving said

street line and following the aforesaid northeasterly street line of Armory Street southwesterly to westerly and northwesterly by a curve about 22 feet in length; thence northwesterly in two courses, about 267 feet and about 350 feet to the point of beginning.

The location line of the State highway hereby laid out is to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning thereof.

The right of access to and egress from the State highway location hereinbefore described is limited being allowed across the location line thereof only as follows:

(1) Free access to and egress from said location is allowed across the location line hereinbefore described, between a point thereon opposite about Station 24+48 of auxiliary base line "BB", hereinbefore described, and 3 feet distant therefrom and a point thereon bearing North $42^{\circ} 00' 26''$ East and 46.00 feet distant from about Station 3+08 of auxiliary baseline "AA" hereinbefore described.

The above-described access-egress items are indicated on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, and of Chapter 718 of the Acts of 1956, as amended, all of the land outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, (not, however, including wires, cables, poles, towers and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Springfield, County of Hampden, all of said land being taken in fee simple,

the supposed owners of Parcels 7-1 to 7-6 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The State highway hereby laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Laid out as a State Highway by the Department of Public Works April 7, 1965 Scale: 80 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

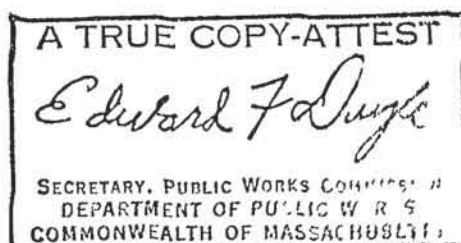
<u>PARCEL NO.</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
7-1	Shaw Bros., Inc.	17,600 Square Feet
7-2	Victor E. Pilastro and Howard A. Schechterle	5,910 Square Feet
7-3	Susan O'Brien, Nora M. O'Brien and Rose M. O'Brien	6,707 Square Feet
7-4	Friendly Retail Routes	19,700 Square Feet
7-5	Tulip Realty Company, Inc.	1.39 Acres
7-6	Nellie M. Curley	7,570 Square Feet

The names of the owners herein given, although supposed to be correct are such only as matters of opinion and belief.

It is therefore

Voted: That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this seventh day of April, 1965.



F. W. Sargent

D. R. Dwight

Anthony C. Rosselli

James D. Fitzgerald

John D. Warner

MASSACHUSETTS

DEPARTMENT

of

PUBLIC WORKS

1965

Springfield



STATE HIGHWAY LAYOUT #5484
I-91, Emery St. to Clinton St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 98 PAGE 91(b).

INDEXING

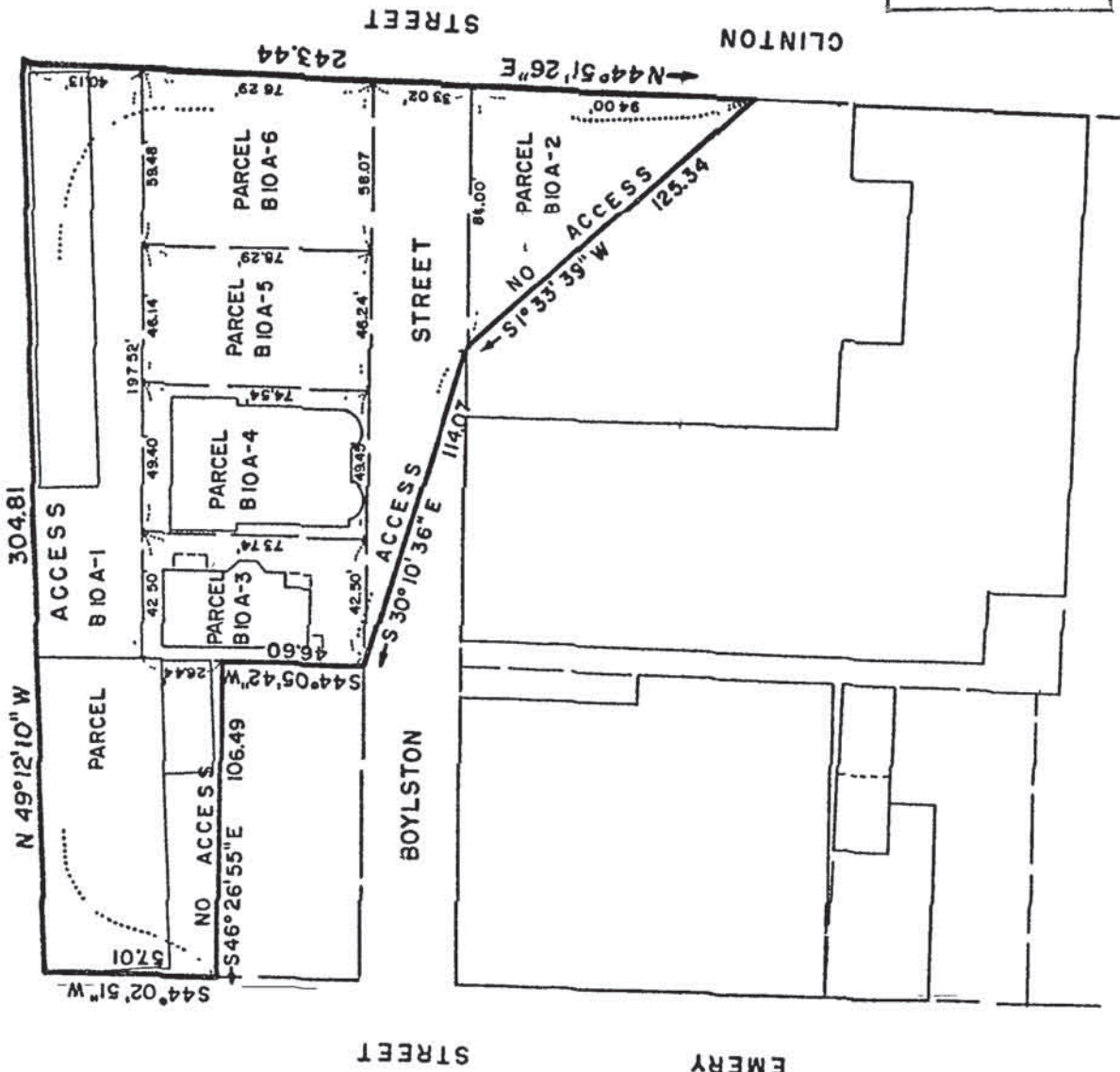
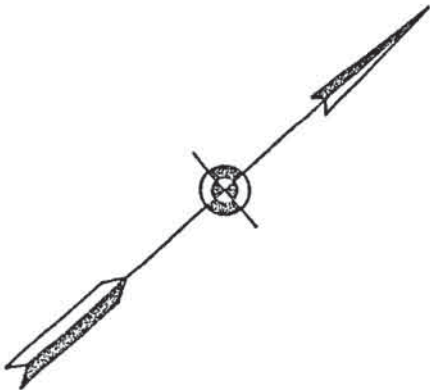
STATE HIGHWAY LAYOUT #5484

- Image Info SH67016 Springfield
- Image Info SH67016 Clinton Street
- Image Info SH67016 Columbus Avenue
- Image Info SH67016 Emery Street
- Image Info SH67016 I-91

SPRINGFIELD-1965-ONE SHEET

LIMITED ACCESS

LAYOUT N° 5484



PARCEL NO.	SUPPOSED OWNER	AREA ABOUT
BIOA-1	CITY OF SPRINGFIELD	13,745 Sq. ft.
BIOA-2	AMERICAN SAW & MANUFACTURING CO.	4,095 Sq. ft.
BIOA-3	LOUIS & BLUMA KRASNOVSKY	3,115 Sq. ft.
BIOA-4	BELLE REALTY CORPORATION	3,710 Sq. ft.
BIOA-5	LOUIS, MIKE & MORRIS I KATZ	3,535 Sq. ft.
BIOA-6	AMERICAN SAW & MANUFACTURING CO.	4,430 Sq. ft.

A TRUE COPY-ATTEST

Edward F. Dwyer

SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS



This certifies that the road shown on this plan was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on March 31, 1965 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.

W. J. Dwyer
W. J. Dwyer
Anthony C. Dwyer
John W. Dwyer

Department of Public Works

The Commonwealth of Massachusetts

PLAN OF ROAD
in the City of

SPRINGFIELD

HAMPDEN COUNTY

Laid out as a State Highway by the
Department of Public Works

MARCH 31, 1965

Scale: 80 feet to the inch

David W. Dwyer PE

Chief Engineer

Layout N° 5484



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

March 31, 1965

LAYOUT No. 5484

Springfield

Mr. Edward G. Shea
Clerk, Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated March 31, 1965, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in Springfield, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Edith J. Cronin

Department Secretary.

hfm

Enclosures

*4/5/65
Received in
County Comm' Office*

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 5484
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on June 1, 1960, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State highway, a road in the City of Springfield, County of Hampden.

The layout consists of establishing a new State highway location with limited access provisions, for a portion of Interstate Route 91, beginning at the existing northwesterly street line of Emory Street and extending thence northwesterly about 300 feet to the existing southeasterly street line of Clinton Street, and is more fully described as follows.

The southwesterly location line of the State highway hereby laid out begins at the junction of the existing northeasterly street line of Columbus Avenue and the existing northwesterly street line of Emory Street and extends thence following said street line of Columbus Avenue North $49^{\circ} 12' 10''$ West 304.81 feet to a point at the end of this layout, on the existing southeasterly street line of Clinton Street.

The northeasterly location line of the State highway hereby laid out begins at a point on the aforesaid street line of Emory Street said point bearing North $44^{\circ} 02' 51''$ East and being 57.01

feet distant from the point of beginning of the aforesaid southwesterly location line hereinbefore described, and extends thence leaving said street line North $46^{\circ} 26' 55''$ West, 106.49 feet; thence North $44^{\circ} 05' 42''$ East, 46.60 feet; to a point on the existing southwesterly street line of Boylston Street thence crossing Boylston Street North $30^{\circ} 10' 36''$ West, 114.07 feet; to a point on the existing northeasterly street line thereof thence leaving said street line North $1^{\circ} 33' 39''$ East, 125.34 feet to a point at the end of this layout, on the aforesaid street line of Clinton Street, said point bearing North $44^{\circ} 51' 26''$ East and being 243.44 feet distant from the point of ending of the southwesterly location line of the State highway hereinbefore described.

The southeasterly end of the State highway hereby laid out is defined by that portion of the northwesterly street line of Emery Street bearing North $44^{\circ} 02' 51''$ East and 57.01 feet in length extending between the points of beginning of the southwesterly and northeasterly location lines hereinbefore described.

The northwesterly end of the State highway hereby laid out is defined by that portion of the southeasterly street line of Clinton Street bearing North $44^{\circ} 51' 26''$ East and 243.44 feet in length extending between the points of ending of the southwesterly and northeasterly location lines hereinbefore described.

The right of access to and egress from the State highway location is limited, being allowed across the location lines thereof hereinbefore described, only as follows:

Free access to and egress from said location is allowed:

a) Across the southwesterly location line thereof for its entire length.

b) Across the northeasterly location line thereof within the

limits of Boylston Street.

c) Across the lines defining the southeasterly and northwesterly ends thereof for their entire lengths.

The above described access egress items are indicated on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, and of Chapter 718 of the acts of 1956 as amended, all of the land outside the limits of the existing public way or ways, and within the limits of the layout hereinbefore described, including all trees and structures located thereon, (not, however, including wires, cables, poles, towers and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Springfield, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels B10A-1 to B10A-6 inclusive shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield, which are included in the foregoing description.

The State highway hereby laid out, and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works, and on file in its office, said plan being entitled:

"The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Laid out as a State Highway by the Department of Public Works March 31, 1965 Scale: 80 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
B10A-1	City of Springfield	13,745 Square Feet
B10A-2	American Saw & Manufacturing Co.	4,095 Square Feet
B10A-3	Louis & Bluma Krasnovsky	3,115 Square Feet
B10A-4	Belle Realty Corporation	3,710 Square Feet
B10A-5	Louis, Mike & Morris I. Katz	3,535 Square Feet
B10A-6	American Saw & Manufacturing Co.	4,430 Square Feet

The names of owners herein given although supposed to be correct are such only as matters of opinion and belief.

It is therefore

Voted, that said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary of the Department of Public Works be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located,

certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this thirty-first day of March, 1965.

F. W. Sargent

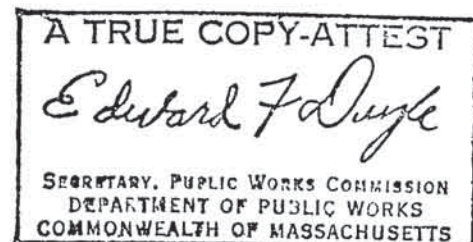
D. R. Dwight

Anthony C. Rosselli

James D. Fitzgerald

John D. Warner

MASSACHUSETTS
DEPARTMENT
of
PUBLIC WORKS



1965

Springfield



STATE HIGHWAY LAYOUT #5520
I-91, State St. to Hampden St.

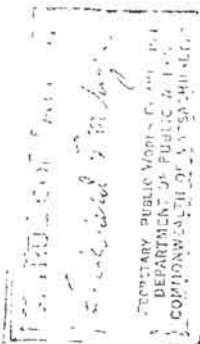
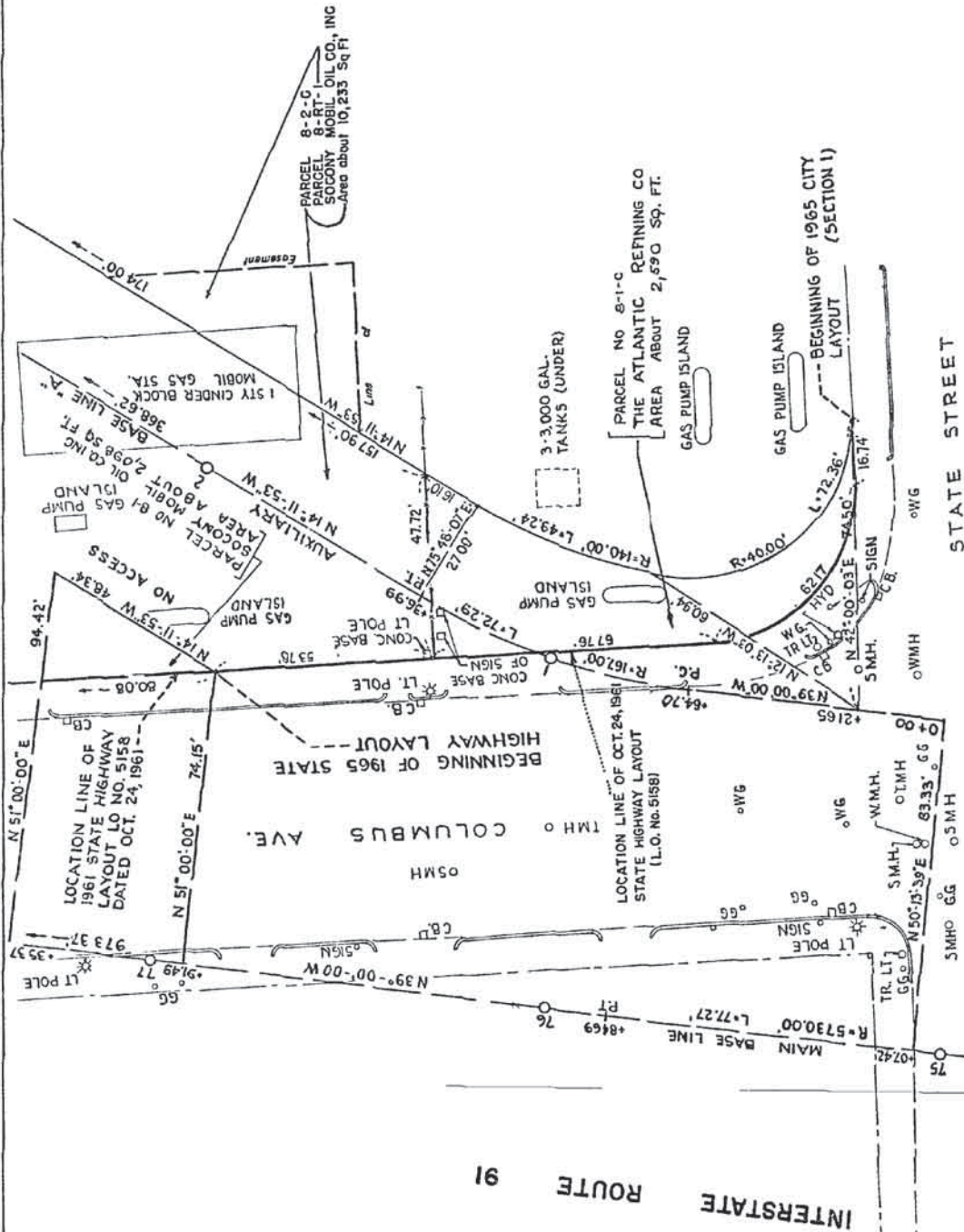
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 101 PAGES 41(a) - 44(b).

INDEXING

STATE HIGHWAY LAYOUT #5520

- Image Info SH67017 Springfield
- Image Info SH67017 Columbus Avenue
- Image Info SH67012 Elm Street
- Image Info SH67017 Hampden Street
- Image Info SH67017 I-91
- Image Info SH67017 State Street

SPRINGFIELD - 1965 - EIGHT SHEETS
LAYOUT NO: 5520
(LIMITED ACCESS)



The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of

SPRINGFIELD
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
OCTOBER 20, 1965
Scale: 40 feet to the inch
Chief Engineer

This certifies that the road shown on this plan was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on October 20, 1965 in accordance with Chapter 24A of the General Laws of the Commonwealth, as amended, and Chapter 24C of the Acts of 1943.

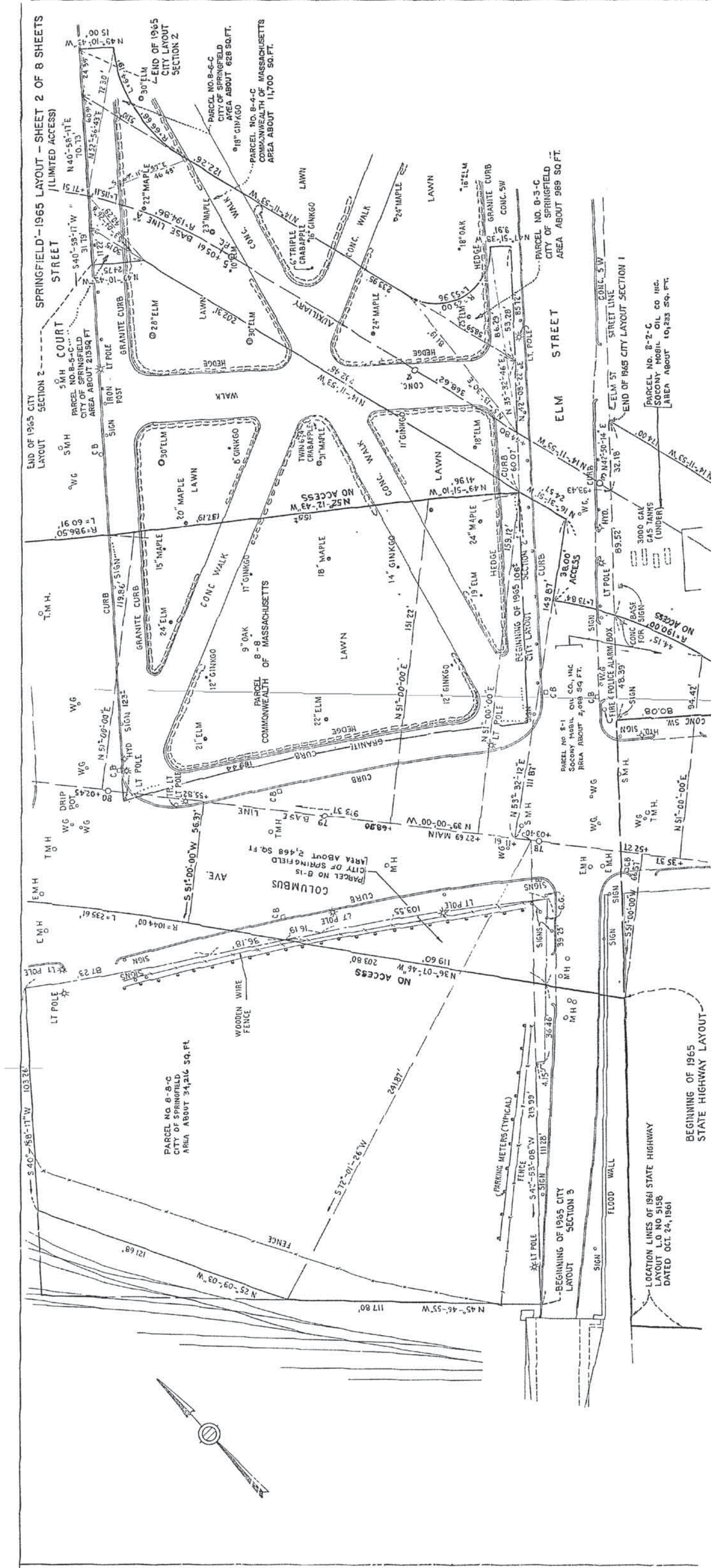
[Signature]
Department of Public Works

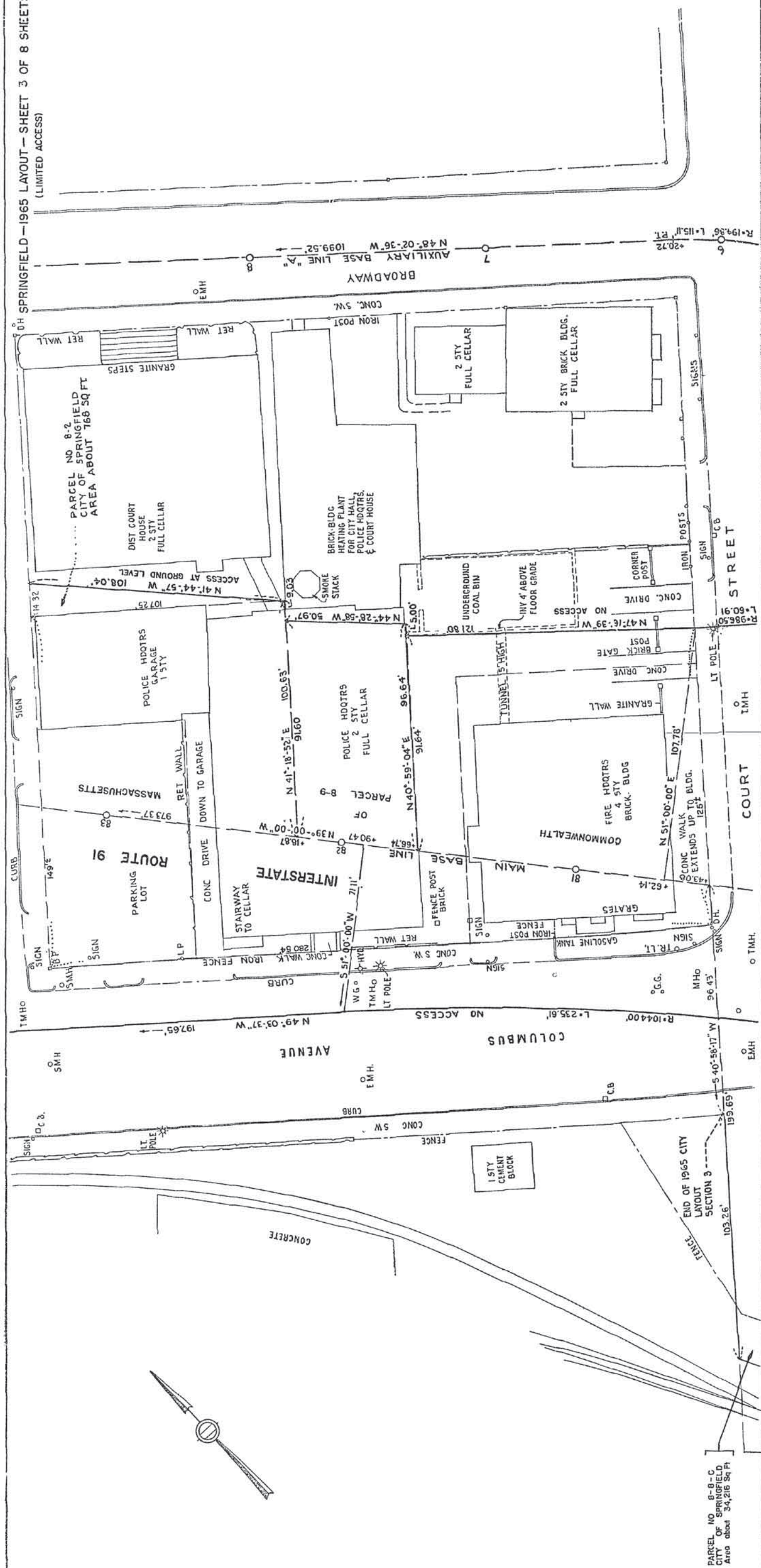
This certifies that the sections of road marked on this plan "City Layout" were laid out in behalf of the City of Springfield by the Massachusetts Department of Public Works on October 20, 1965 under authority of Chapter 44B of the Acts of 1946.

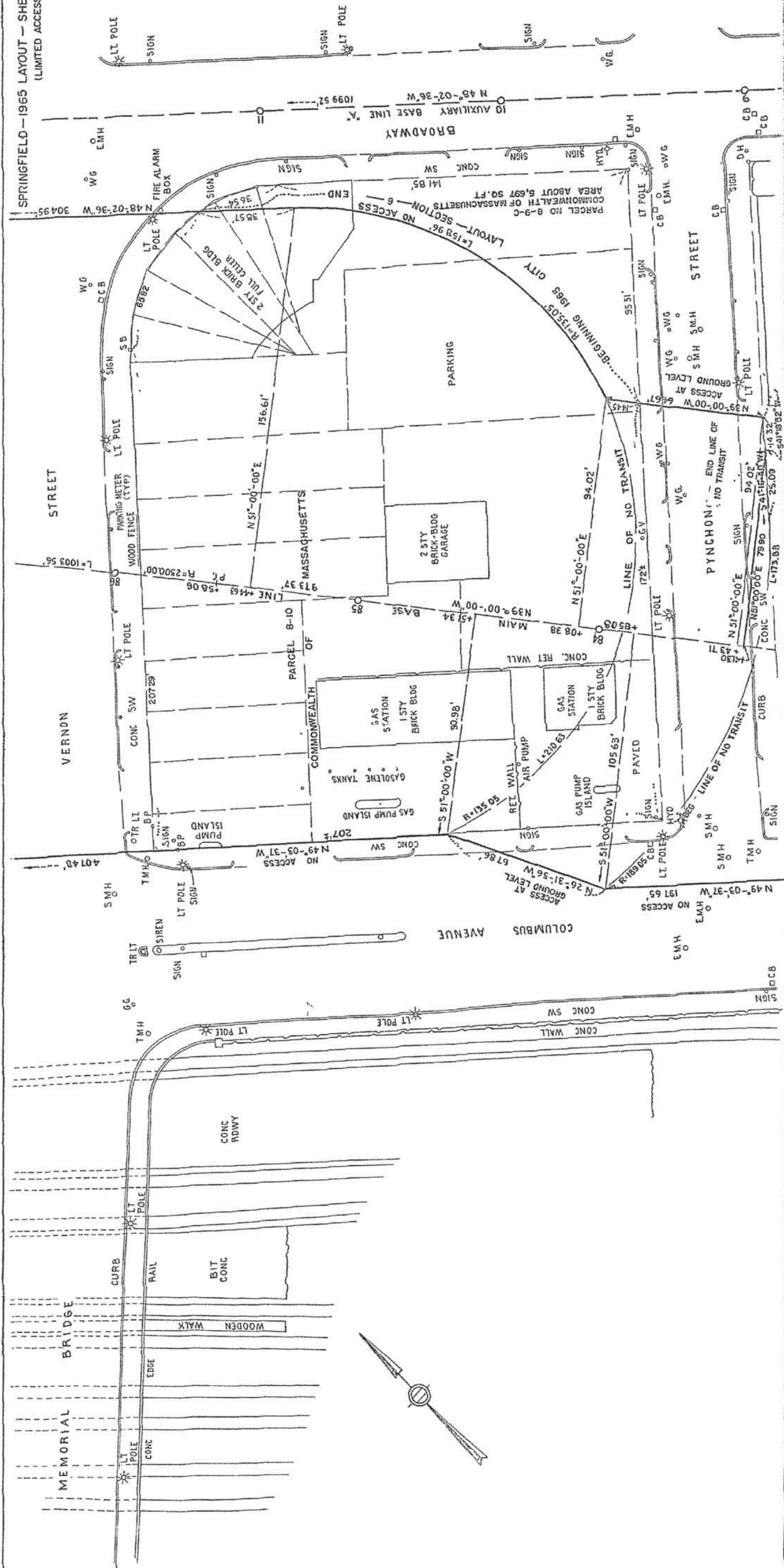
[Signature]
Department of Public Works

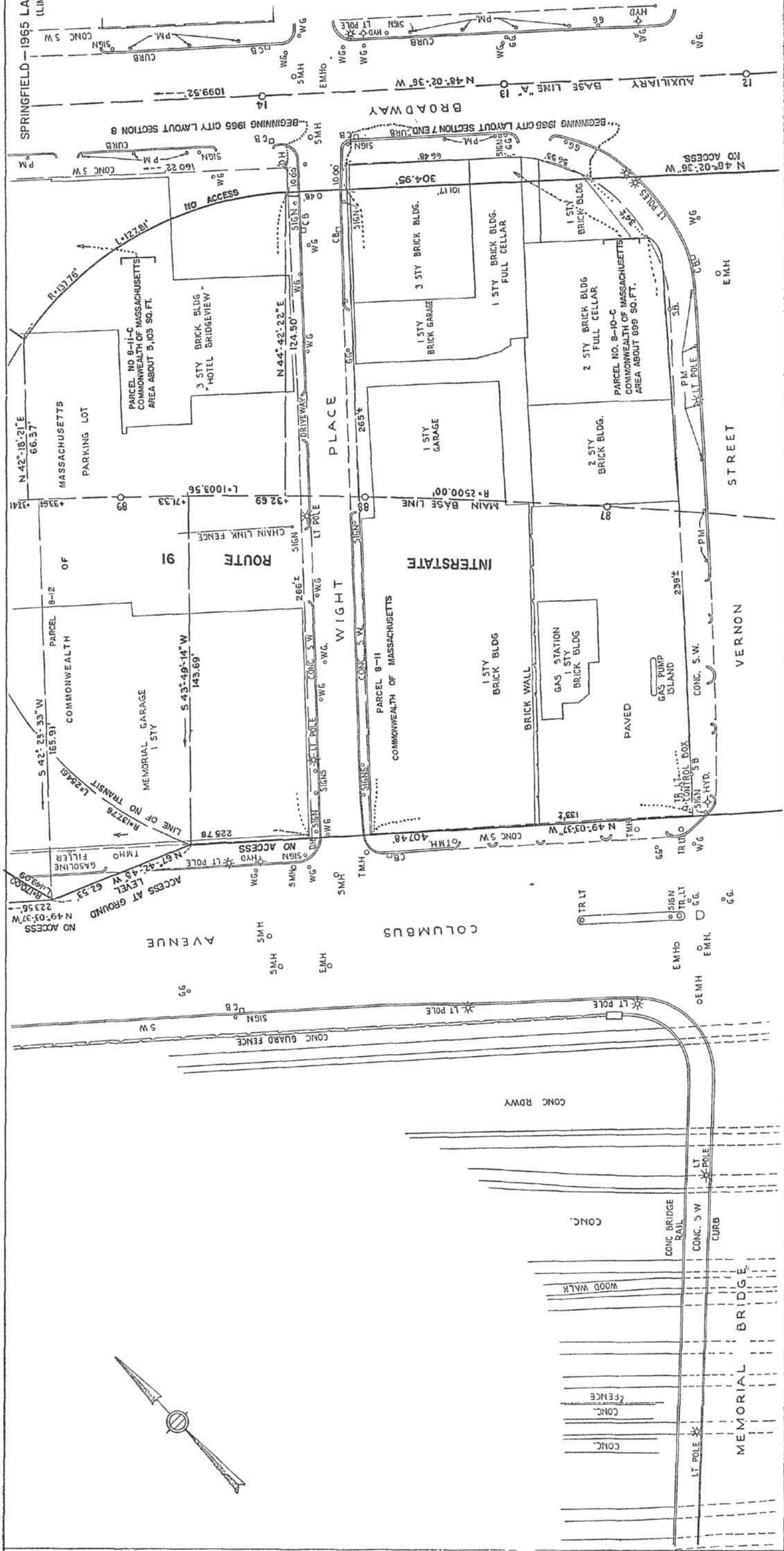
PLANS PREPARED BY
FAY, SPOFFORD & THORNDIKE







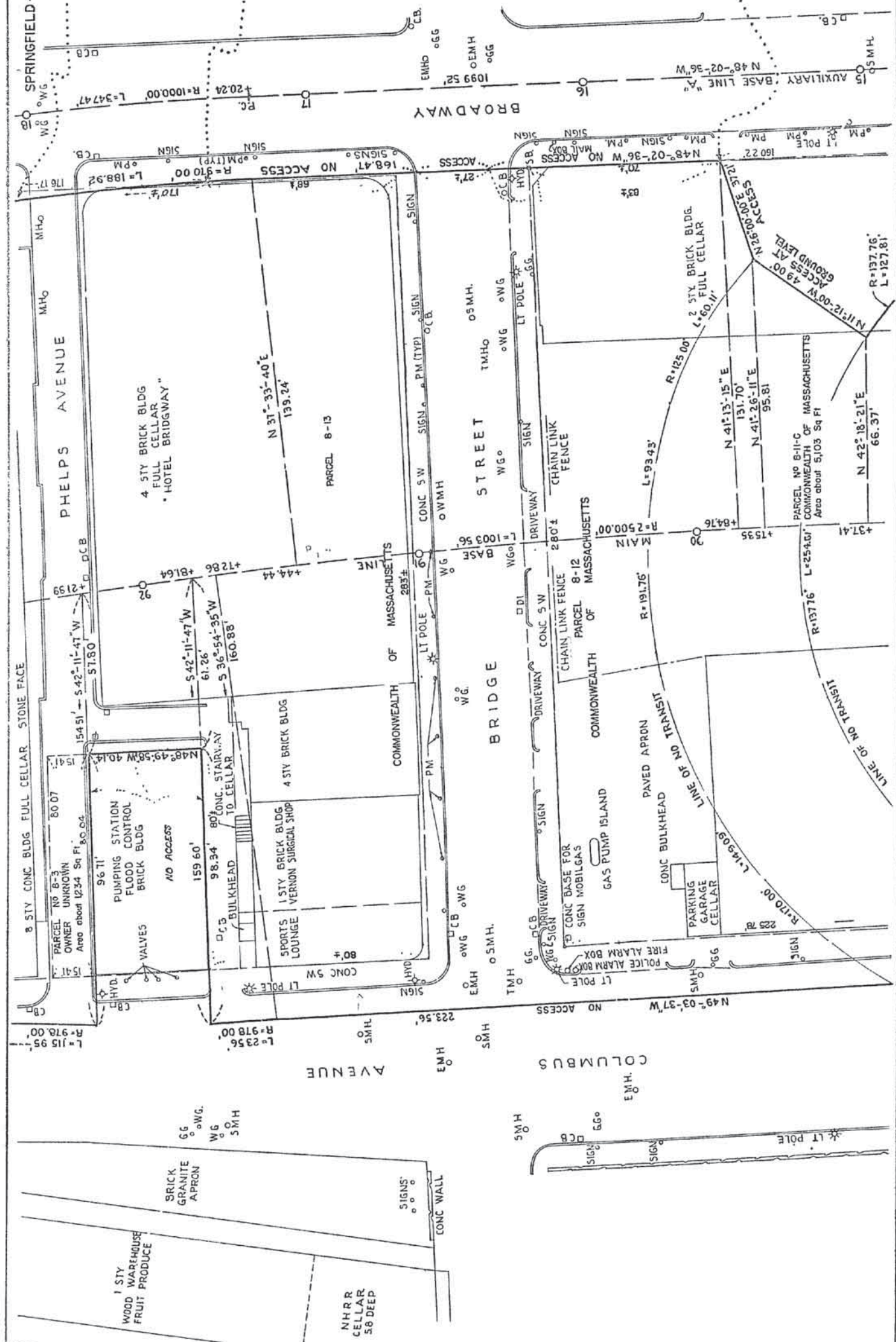


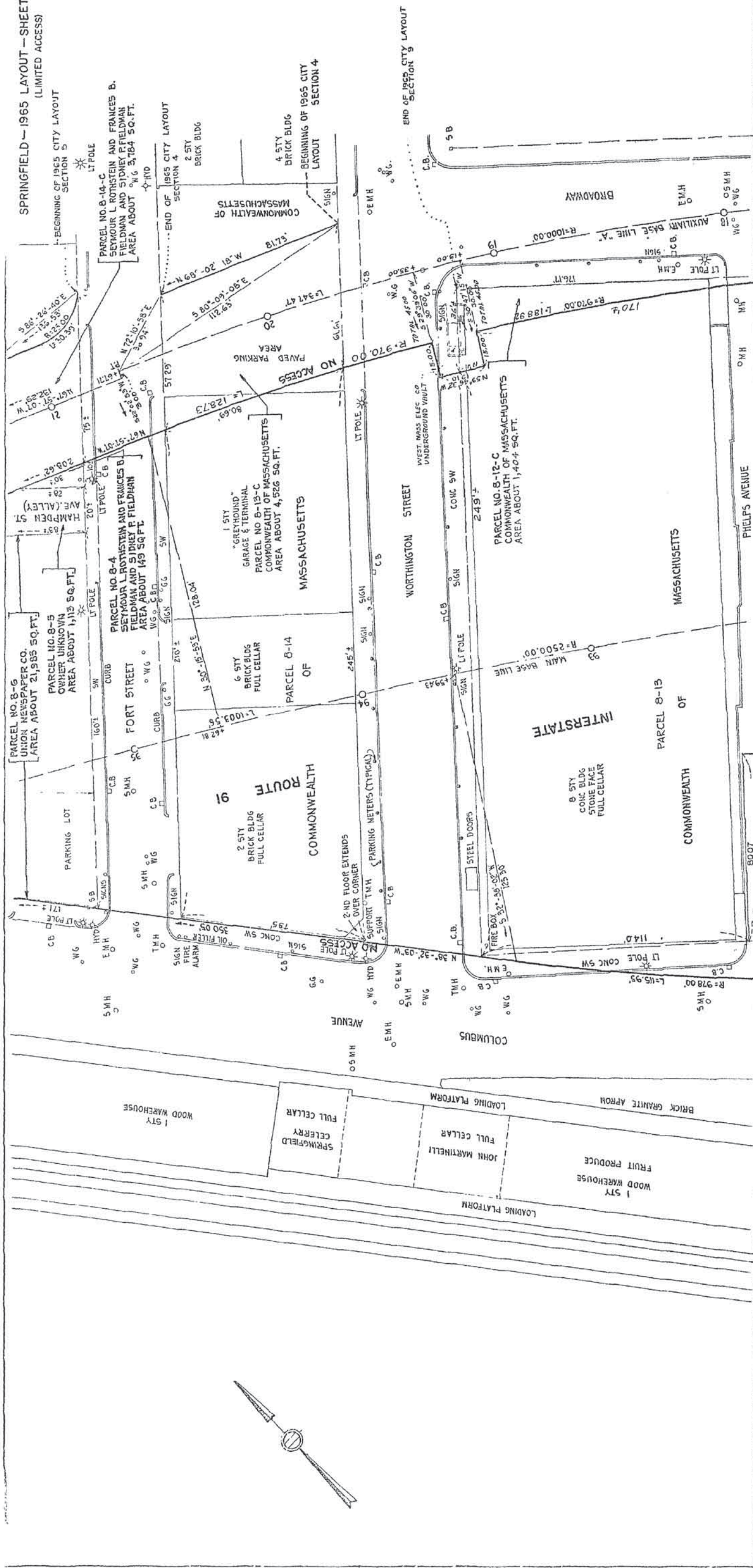


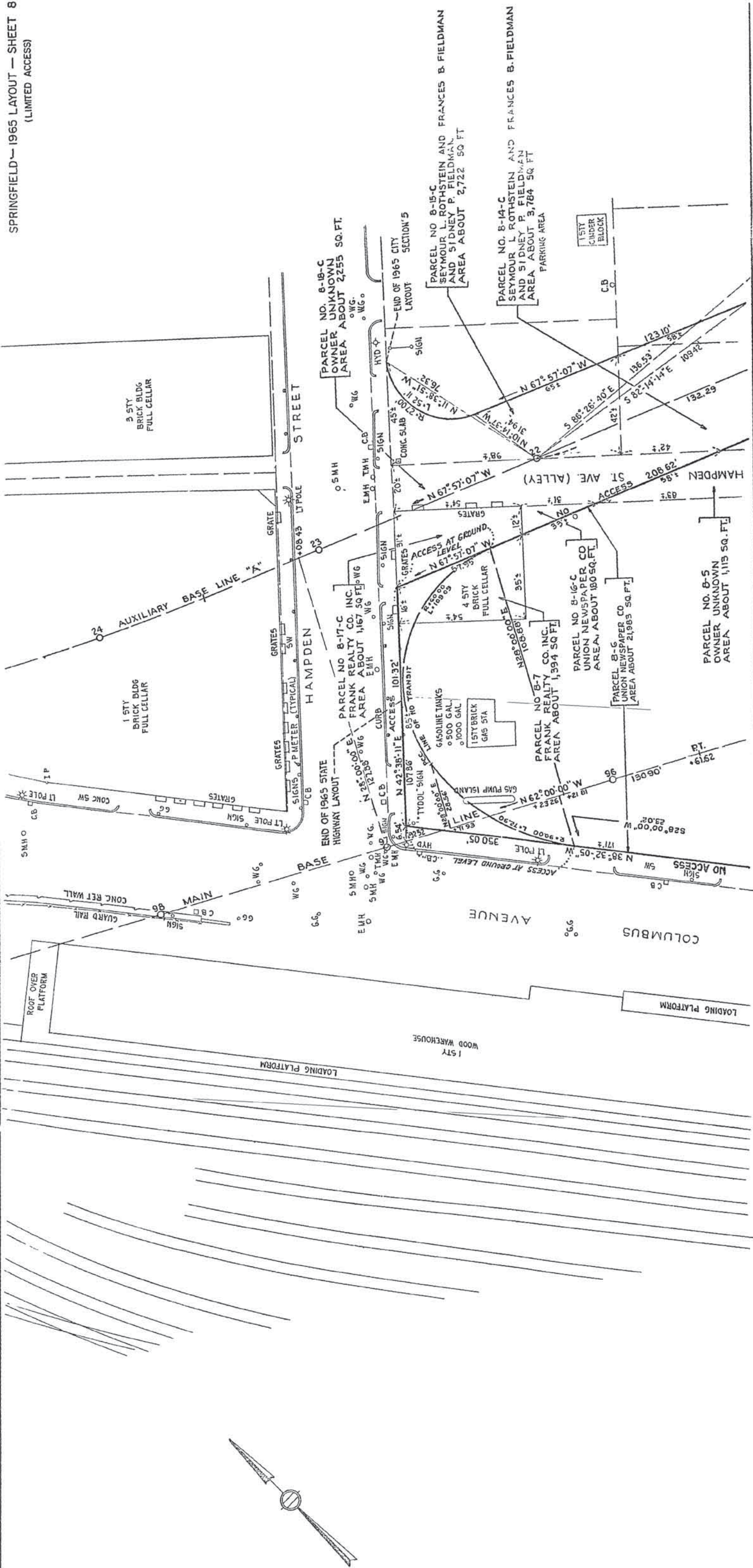
SPRINGFIELD - 1965 LAYOUT - SHEET 6 OF 8 SHEETS
(LIMITED ACCESS)
PARCEL NO. 8-12-C
COMMONWEALTH OF MASSACHUSETTS
AREA ABOUT 1,218 SQ. FT.

BEGINNING OF 1965 CITY LAYOUT
SECTION 9

END OF 1965 CITY LAYOUT
SECTION 8









The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 02114

Springfield

October 20, 1965

LO #5520

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon certificate dated October 20, 1965 purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in Springfield, and has laid out nine sections of highway in behalf of the City of Springfield, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and votes of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway, and the laying out of said sections of highway in behalf of the city, is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Edward F. Doyle

Edward F. Doyle
Secretary

EFD:hfm

Enclosures

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
---00000---

Layout No. 5520
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on June 1, 1960, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State highway, a road in the City of Springfield, County of Hampden.

The layout consists of establishing a new State highway location, with limited access provisions, for a portion of Interstate Route 91, beginning at the northerly end of the October 24, 1961 State highway layout (Layout No. 5158), and extending thence, in a general northwesterly direction about 0.37 miles to the southeasterly street line of Hampden Street between Columbus Avenue Avenue, and Hampden Street and is more fully described as follows:

The main baseline of location of the State highway hereby laid out begins at a point shown on plan as Station 75+07.42, and extends thence northwesterly by a curve to the right of 5730.00 feet radius 77.27 feet; thence north 39° 00' 00" west 973.37 feet; thence by a curve to the left of 2500.00 feet radius 1003.56 feet; thence north 62° 00' 00" west 130.90 feet to the point of ending thereof shown on plan as Station 96+92.52.

The length of the State highway hereby laid out is about 1930 feet.

Auxiliary baseline "A" begins at a point shown on plan as Station 0+00 said point bearing north 50° 13' 39" east and being 83.33 feet distant from Station 75+07.42 of the main baseline hereinbefore described and extends thence

north $39^{\circ} 00' 00''$ west 64.70 feet; thence by a curve to the right of 167.00 feet radius 72.29 feet; thence north $14^{\circ} 11' 53''$ west 368.62 feet; thence by a curve to the left of 194.86 feet radius 115.11 feet; thence north $48^{\circ} 02' 36''$ west 1099.52 feet; thence by a curve to the left of 1000.00 feet radius 347.47 feet to a point of ending shown on plan as Station 20+67.71; then begins again at a point bearing south $22^{\circ} 02' 53''$ west and 3.00 feet distant from said Station 20+67.71, said point being also shown on plan as Station 20+67.71, and extends thence north $67^{\circ} 57' 07''$ west 132.29 feet to the point of ending thereof shown on plan as Station 22.

The northeasterly location line of the State highway hereby laid out begins at a point on the easterly location line of the aforesaid 1961 State highway layout, said point bearing north $51^{\circ} 00' 00''$ east and being 74.15 feet distant from Station 76+91.49 of the main baseline hereinbefore described, and extends thence leaving said location line north $14^{\circ} 11' 53''$ west, 48.34 feet to a point bearing north $51^{\circ} 00' 00''$ east and 94.42 feet distant from Station 77+35.37 of said main baseline; thence by a curve to the left of 190.00 feet radius 73.84 feet to a point bearing north $53^{\circ} 32' 12''$ east and 111.87 feet distant from Station 78+11.61 of said main baseline; thence north $53^{\circ} 32' 12''$ east 38.00 feet to a point bearing north $53^{\circ} 32' 12''$ east and 149.87 feet distant from said Station 78+11.61; thence north $16^{\circ} 31' 51''$ west 24.57 feet to a point on the existing northwesterly street line of Elm Street said point bearing north $51^{\circ} 00' 00''$ east and being 159.12 feet distant from Station 78+27.69 of said main baseline; thence leaving said street line north $49^{\circ} 51' 10''$ west 41.69 feet to a point bearing north $51^{\circ} 00' 00''$ east and 151.22 feet distant from Station 78+68.90 of said main baseline; thence north $52^{\circ} 12' 43''$ west 137.19 feet to a point bearing north $51^{\circ} 00' 00''$ east and 119.86 feet distant from Station

80+02.45 of said main baseline; thence by a curve to the right of 986.50 feet radius 60.91 feet to a point bearing north $51^{\circ} 00' 00''$ east and 107.78 feet distant from Station 80+62.14 of said main baseline; thence north $47^{\circ} 16' 39''$ west 121.80 feet to a point bearing north $40^{\circ} 59' 04''$ east and 91.64 feet distant from Station 81+66.74 of said main baseline; thence north $40^{\circ} 59' 04''$ east 5.00 feet to a point bearing north $40^{\circ} 59' 04''$ east and 96.64 feet distant from said Station 81+66.74; thence north $44^{\circ} 28' 58''$ west 50.97 feet to a point bearing north $41^{\circ} 18' 52''$ east and 91.60 feet distant from Station 82+18.87 of said main baseline; thence north $41^{\circ} 18' 52''$ east 9.03 feet to a point bearing north $41^{\circ} 18' 52''$ east and 100.63 feet distant from said Station 82+18.87; thence north $41^{\circ} 44' 57''$ west 108.04 feet to a point on the existing southeasterly street line of Pynchon Street said point bearing north $51^{\circ} 00' 00''$ east and 94.02 feet distant from Station 83+43.71 of said main baseline; thence, in part crossing Pynchon Street north $39^{\circ} 00' 00''$ west 64.67 feet to a point bearing north $51^{\circ} 00' 00''$ east and 94.02 feet distant from Station 84+08.38 of said main baseline; thence northerly to northwesterly as shown on plan by a curve of 135.05 feet radius 158.96 feet to a point bearing north $51^{\circ} 00' 00''$ east and 156.61 feet distant from Station 85+44.63 of said main baseline; thence north $48^{\circ} 02' 36''$ west 304.95 feet to a point bearing north $44^{\circ} 42' 22''$ east and 124.50 feet distant from Station 88+32.69 of said main baseline; thence by a curve to the left of 137.76 feet radius 127.81 feet to a point bearing north $42^{\circ} 18' 21''$ east and 66.37 feet distant from Station 89+37.41 of said main baseline; thence north $11^{\circ} 12' 00''$ west 49.00 feet to a point bearing north $41^{\circ} 26' 11''$ east and 95.81 feet distant from Station 89+75.35 of said main baseline; thence north $26^{\circ} 00' 00''$ east 37.21 feet to a point on the existing southwesterly street line of Broadway said point bearing north $41^{\circ} 13' 15''$ east and being 131.70 feet distant from Station 89+84.76 of said main baseline; thence in part following said street line north $48^{\circ} 02' 36''$ west 168.47 feet to a point bearing north $37^{\circ} 33' 40''$ east and 139.24 feet distant from

Station 91+44.44 of said main baseline; thence by a curve to the left of 970.00 feet radius 188.92 feet to a point bearing south $30^{\circ}47'15''$ west and 30.00 feet distant from Station 19+15.00 of auxiliary baseline "A" hereinbefore described; thence south $30^{\circ}47'15''$ west 15.00 feet to a point bearing south $30^{\circ}47'15''$ west and 45.00 feet distant from said Station 19+15.00; thence north $59^{\circ}46'32''$ west 19.10 feet to a point bearing south $29^{\circ}39'06''$ west and 45.00 feet distant from Station 19+35.00 of said auxiliary baseline "A"; thence north $29^{\circ}39'06''$ east 15.00 feet to a point bearing south $29^{\circ}39'06''$ west and 30.00 feet distant from said Station 19+35.00; thence northwesterly by a curve to the left of 970.00 feet radius 128.73 feet to a point bearing north $30^{\circ}15'53''$ east and 128.04 feet distant from Station 94+62.81 of said main baseline; thence north $67^{\circ}57'07''$ west 208.62 feet to a point at the end of the layout on the existing southeasterly street line of Hampden Street, said point bearing north $42^{\circ}38'11''$ east and being 107.86 feet distant from Station 96+92.52 of said main baseline.

The southwesterly location line of the State highway hereby laid out begins at a point, on the line defining the northerly end of the aforesaid 1961 State highway layout, said point bearing south $51^{\circ}00'00''$ west and being 66.57 feet distant from Station 77+52.27 of the main baseline hereinbefore described, and extends thence leaving said location line north $36^{\circ}07'46''$ west 203.80 feet to a point bearing south $51^{\circ}00'00''$ west and 56.37 feet distant from Station 79+55.82 of said main baseline; thence by a curve to the left of 1044.00 feet radius 235.61 feet to a point bearing south $51^{\circ}00'00''$ west and 71.11 feet distant from Station 81+90.47 of said main baseline; thence north $49^{\circ}03'37''$ west 197.65 feet to a point bearing south $51^{\circ}00'00''$ west and 105.63 feet distant from Station 83+85.08 of said main baseline; thence north $26^{\circ}31'56''$ west 67.86 feet to a point on the northeasterly street line of Columbus Avenue, said point bearing south $51^{\circ}00'00''$ west and being 90.98 feet distant from Station 84+51.34 of said main baseline; thence following said street line north $49^{\circ}03'37''$ west 407.48 feet to a point bearing south $43^{\circ}49'14''$ west and 143.69 feet distant from Station 88+71.33 of said main baseline; thence leaving said street line north $67^{\circ}42'48''$ west 62.53 feet to a point bearing south $42^{\circ}23'33''$ west and 165.91 feet distant from Station 89+33.64 of said main baseline; thence north $49^{\circ}03'37''$ west 223.56 feet to a point bearing south $36^{\circ}54'35''$ west and 160.88 feet distant from Station 91+72.86 of said main baseline; thence by a curve to the right of 978.00 feet radius 23.56 feet to a point bearing south $42^{\circ}11'47''$ west

and 159.60 feet distant from Station 91+81.64 of said main baseline; thence north $42^{\circ} 11' 47''$ east 98.34 feet to a point bearing south $42^{\circ} 11' 47''$ west and 61.26 feet distant from said Station 91+81.64; thence north $48^{\circ} 49' 58''$ west 40.14 feet to a point bearing south $42^{\circ} 11' 47''$ west and 57.80 feet distant from Station 92+21.99 of said main baseline; thence south $42^{\circ} 11' 47''$ west 96.71 feet to a point bearing south $42^{\circ} 11' 47''$ west and 154.51 feet distant from said Station 92+21.99; thence northwesterly by a curve to the right of 978.00 feet radius 115.95 feet to a point bearing south $32^{\circ} 38' 02''$ west and 125.30 feet distant from Station 93+59.43 of said main baseline; thence north $38^{\circ} 32' 05''$ west 350.05 feet to a point at the end of the layout on the existing southeasterly street line of Hampden Street, said point bearing north $42^{\circ} 38' 11''$ east and being 6.54 feet distant from Station 96+92.52 of said main baseline.

The northwesterly end of the State highway hereby laid out is defined by a line bearing north $42^{\circ} 38' 11''$ east and 101.32 feet in length, extending between points of ending of the southwesterly and northeasterly location lines hereinbefore described.

The location lines of the State highway hereby laid out are to be further defined by bounds set thereon at angle points, points of curvature, and at the points of beginning and ending thereof.

The right of access to and egress from the State highway location is limited, being permitted across the location lines thereof, hereinbefore described ^{only} as follows:

1. Free access to and egress from said location is allowed:
 - a. Across the line defining the northwesterly end thereof for its entire length.
 - b. Across the northeasterly location line between points thereon bearing north $53^{\circ} 32' 12''$ east and 111.87 feet and 149.87 feet distant respectively

from Station 78+11.61 of said main baseline .

c. Across the northeasterly location line, at ground level only, between a point thereon bearing north $41^{\circ} 18' 52''$ east and 100.63 feet distant from Station 82+18.87 of said main baseline, and a point thereon bearing north $51^{\circ} 00' 00''$ east and 94.02 feet distant from Station 84+08.38 of said main baseline.

d. Across the northeasterly location line, at ground level only, between a point thereon bearing north $42^{\circ} 18' 21''$ east and 66.37 feet distant from Station 89+37.41 of said main baseline and a point thereon bearing north $41^{\circ} 26' 11''$ east and 95.81 feet distant from Station 89+75.35 of said main baseline.

e. Across the northeasterly location line between a point thereon bearing north $41^{\circ} 26' 11''$ east and 95.81 feet distant from Station 89+75.35 of said main baseline and a point thereon bearing north $41^{\circ} 13' 15''$ east and 131.70 feet distant from Station 89+84.76 of said main baseline.

f. Across the northeasterly location line, between a point thereon about 83 feet distant northwesterly from a point thereon bearing north $41^{\circ} 13' 15''$ east and 131.70 feet distant from Station 89+84.76 of said main baseline; and a point thereon about 27 feet distant northwesterly from said first described point.

g. Across the northeasterly location line at ground level only, between a point thereon bearing north $28^{\circ} 00' 00''$ east and 108.88 feet distant from Station 96+21.81 of said main baseline, and a point thereon marking the point of ending of said location line, hereinbefore described.

h. Across the southwesterly location line, at ground level only, between a point thereon bearing south $51^{\circ} 00' 00''$ west and 105.63 feet distant from Station 83+85.08 of said main baseline and to a point thereon bearing south $51^{\circ} 00' 00''$ west and 90.98 feet distant from Station 84+51.34 of said main baseline.

i. Across the southwesterly location line, at ground level only, between a point thereon bearing south $43^{\circ} 49' 14''$ west and 143.69 feet distant from Station 88+71.33 of said main baseline and a point thereon bearing south $42^{\circ} 23' 33''$ west and 165.91 feet distant from Station 89+33.64 of said main baseline.

j. Across the southwesterly location line, at ground level only, between a point thereon bearing south $28^{\circ} 00' 00''$ west and 23.02 feet distant from Station 96+23.26 of said main baseline, and a point thereon marking the point of ending of said location line, hereinbefore described.

2. Lines across which transit is not allowed are hereby established within the limits of the State highway location, hereinbefore described, are more fully described as follows:

a. Beginning at a point on the southwesterly location line of said State highway bearing south $51^{\circ} 00' 00''$ west and 105.63 feet distant from Station 83+85.08 of the main baseline hereinbefore described and extending thence easterly by a curve to the left of 189.05 feet radius 173.88 feet; thence north $41^{\circ} 16' 40''$ east 25.09 feet to the point of ending thereof on the southeasterly street line of Pyncheon Street, said point bearing north $51^{\circ} 00' 00''$ east and being 79.90 feet distant from Station 83+41.30 of said main baseline.

b. Beginning at a point on the southwesterly location line of said State highway bearing south $51^{\circ} 00' 00''$ west and 90.98 feet distant from Station 84+51.34 of said main baseline and extending thence easterly by a curve to the left of 135.05 feet radius 210.63 feet to the point of ending thereof on the northeasterly location line of said State highway, said point bearing north $51^{\circ} 00' 00''$ east and being 94.02 feet distant from Station 84+08.38 of said main baseline.

c. Beginning at a point on the southwesterly location line of said State highway bearing south $43^{\circ} 49' 14''$ west and 143.69 feet distant from

Station 88+71.33 of said main baseline and extending thence northerly by a curve radius 254.61 feet to the right of 137.76 feet ~~to the~~ point of ending thereof on the northeasterly location line of said State highway, said point bearing north $42^{\circ} 18' 21''$ east and being 66.37 feet distant from Station 89+37.41 of said main baseline.

d. Beginning at a point on the southwesterly location line of said State highway bearing south $42^{\circ} 23' 33''$ west and 165.91 feet distant from Station 89+33.64 of said main baseline and extending thence northerly by a curve radius 149.09 feet to the right of 170.00 feet ~~radius~~ to a point of compound curvature; thence by another curve to the right of 191.76 feet radius 93.43 feet to another point of compound curvature; thence again by a curve to the right of 125.00 feet radius 60.11 feet to the point of ending thereof on the northeasterly location line of said State highway, said point bearing north $41^{\circ} 26' 11''$ east and being 95.81 feet distant from Station 89+75.35 of said main baseline.

e. Beginning at a point on the southwesterly location line of said State highway bearing south $28^{\circ} 00' 00''$ west and 23.02 feet distant from Station 97+23.26 of said main baseline, and extending thence northwesterly by a curve to the right of 90.00 feet radius 72.90 feet to a point bearing north $28^{\circ} 00' 00''$ east and 28.56 feet distant from Station 96+71.93 of said main baseline; thence by another curve to the right of 60.00 feet radius 109.09 feet to the point of ending thereof on the northeasterly location line of said State highway, said point bearing north $28^{\circ} 00' 00''$ east and being 108.88 feet distant from Station 96+21.81 of said main baseline.

The above described access-egress items are indicated on the plan hereinafter referred to.

In connection with the laying out of the State highway hereinbefore described it is necessary to lay out nine sections of highway on behalf of the City of Springfield, and said sections of highway are hereby so laid out

under the provisions of Chapter 448 of the Acts of 1948, and are described as follows:

SECTION 1.

The first section of highway hereby laid out on behalf of the City of Springfield establishes a location for a connection from State Street to Elm Street and is bounded by the northwesterly street line of State Street, the easterly location line of the aforesaid 1961 State highway, the northeasterly location line of the State highway hereinbefore described, the southeasterly street line of Elm Street and by the line described as follows: beginning at a point on said street line of State Street bearing north $42^{\circ} 00' 03''$ east and 74.50 feet distant from Station 0+21.65 of auxiliary baseline "A" hereinbefore described, and extending thence leaving said street line southwesterly by a curve to the right of 40.00 feet radius 72.36 feet to a point bearing north $12^{\circ} 13' 03''$ west and 60.94 feet distant from said Station 0+21.65; thence northwesterly by a curve to the right of 140.00 feet radius 49.24 feet to a point bearing north $75^{\circ} 48' 07''$ east and 27.00 feet distant from Station 1+36.99 of said auxiliary baseline "A"; thence north $14^{\circ} 11' 53''$ west 174.00 feet to the point of ending thereof on the aforesaid street line of Elm Street, said point bearing north $42^{\circ} 50' 14''$ east and being 32.18 feet distant from Station 2+93.49 of said auxiliary baseline "A".

SECTION 2.

The second section of highway hereby laid out on behalf of the City of Springfield establishes a location for a connection from Elm Street to Court Street.

The westerly location line of the second section of highway hereby laid out on behalf of the City of Springfield begins at a point marking the junction of the northwesterly street line of Elm Street and the northeasterly location line of the State highway hereinbefore described, said point bearing

north $51^{\circ} 00' 00''$ east and being 159.12 feet distant from Station 78+27.69 of the main baseline hereinbefore described, and extends thence leaving said street line and said location line north $14^{\circ} 11' 53''$ west 202.31 feet to a point bearing south $3^{\circ} 04' 26''$ west and 40.29 feet distant from Station 5+71.51 of auxiliary baseline "A" hereinbefore described; thence north $49^{\circ} 10' 43''$ west 24.75 feet to the point of ending thereof on the southeasterly street line of Court Street said point bearing south $40^{\circ} 58' 17''$ west and being 31.79 feet distant from said Station 5+71.51.

The easterly location line of the second section of highway hereby laid out on behalf of the City of Springfield begins at a point on the northwesterly street line of Elm Street bearing north $42^{\circ} 08' 22''$ east and 85.72 feet distant from Station 3+44.80 of auxiliary baseline "A" hereinbefore described, and extends thence leaving said street line north $47^{\circ} 51' 38''$ west 9.91 feet to a point bearing north $35^{\circ} 32' 46''$ east and 86.29 feet distant from said Station 3+44.80; thence southwesterly by a curve to ^{the} right of 25.00 feet radius 53.96 feet to a point bearing north $5^{\circ} 13' 30''$ east and 81.19 feet distant from said Station 3+44.80; thence north $14^{\circ} 11' 53''$ west 122.26 feet to a point bearing south $69^{\circ} 11' 57''$ east and 46.43 feet distant from Station 5+71.51 of said auxiliary baseline "A"; thence by a curve to the right of 66.66 feet radius 64.19 feet to a point bearing north $52^{\circ} 56' 43''$ east and 72.30 feet distant from said Station 5+71.51; thence north $49^{\circ} 10' 43''$ west 15.00 feet to the point of ending thereof on the southeasterly street line of Court Street said point bearing north $40^{\circ} 58' 17''$ east and being 70.73 feet distant from said Station 5+71.51.

SECTION 3.

The third section of highway hereby laid out on behalf of the City Springfield establishes a location for a connection from Columbus Avenue to Elm Street and is bounded by the northwesterly street line of Elm Street, the southwesterly street line of Columbus Avenue, the southwesterly location line

of the State highway hereinbefore described and by the line described as follows: beginning at a point on the northwesterly street line of Elm Street bearing south $42^{\circ} 53' 08''$ west and 213.99 feet distant from Station 78+03.40 of the main baseline hereinbefore described, and extends thence leaving said street line north $45^{\circ} 46' 55''$ west 117.80 feet to a point bearing south $72^{\circ} 01' 26''$ west and 241.87 feet distant from said Station 78+03.40; thence north $25^{\circ} 09' 03''$ west 121.68 feet to a point bearing south $40^{\circ} 58' 17''$ west and 199.69 feet distant from Station 80+43.08 of said main baseline; thence north $40^{\circ} 58' 17''$ east 103.26 feet to the point of ending thereof on the southwesterly street line of Columbus Avenue, said point bearing south $40^{\circ} 58' 17''$ west and being 96.43 feet distant from said Station 80+43.08.

SECTION 4.

The fourth section of highway hereby laid out on behalf of the City of Springfield establishes a location for a connection from Worthington Street to Fort Street and is bounded by the northwesterly street line of Worthington Street, the southeasterly street line of Fort Street, the northeasterly location line of the State highway hereinbefore described and by the line described as follows: beginning at a point on said street line of Worthington Street bearing south $80^{\circ} 09' 08''$ east and 112.63 feet distant from the northerly most Station 20+67.71 of auxiliary baseline "A" hereinbefore described and extending thence leaving said street line north $68^{\circ} 02' 18''$ west 81.73 feet to the point of ending thereof on said street line of Fort Street said point bearing north $72^{\circ} 10' 58''$ east and being 36.94 feet distant from said Station 20+67.71.

SECTION 5.

The fifth section of highway hereby laid out on behalf of the City of Springfield establishes a location for a connection from Fort Street to Hampden Street and is bounded by the northwesterly street line of Fort Street, the

southeasterly street line of Hampden Street, the northeasterly location line of the State highway hereinbefore described and by the line described as follows: beginning at a point on said street line of Fort Street bearing south $86^{\circ} 26' 40''$ east and 136.53 feet distant from Station 22 of auxiliary baseline "A" hereinbefore described and extending thence leaving said street line southwesterly by a curve to the right of 25.00 feet radius 30.39 feet to a point bearing south $82^{\circ} 14' 14''$ east and 109.42 feet distant from said Station 22; thence north $67^{\circ} 57' 07''$ west 123.10 feet to a point bearing north $10^{\circ} 14' 37''$ west and 31.94 feet distant from said Station 22; thence by a curve to the right of 27.00 feet radius 52.11 feet to the point of ending thereof on the aforesaid street line of Hampden Street said point bearing north $11^{\circ} 38' 51''$ west and being 76.32 feet distant from said Station 22.

SECTION 6.

The sixth section of highway hereby laid out on behalf of the City of Springfield establishes a location for a widening of Broadway westerly of the junction of Pynchon Street and Broadway, and is bounded by the northwesterly street line of Pynchon Street, by the southwesterly street line of Broadway and by the northeasterly location line of the State highway hereinbefore described.

SECTION 7.

The seventh section of highway hereby laid out on behalf of the City of Springfield establishes a location for a widening of Broadway, and is bounded by the southwesterly street line of Broadway, by the southeasterly street line of Wight Place and by the northeasterly location line of the State highway hereinbefore described.

SECTION 8.

The eighth section of highway hereby laid out on behalf of the City of Springfield establishes a location for a widening of Broadway and is bounded

by the southwesterly street line of Broadway, by the northwesterly street line of Wight Place, and by the northeasterly location line of the State highway hereinbefore described.

Section 9.

The ninth section of highway hereby laid out on behalf of the City of Springfield establishes a location for a widening of Broadway, and is bounded by the southwesterly street line of Broadway, by the southeasterly street line of Worthington Street and by the northeasterly location line of the State highway hereinbefore described.

The location lines of the sections of highway hereby laid out on behalf of the City of Springfield are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof, where feasible.

An easement is hereby taken in the parcel of land hereinafter described as Parcel 8-RT-1 for the purpose of removing or demolishing a structure or portion thereof which is located partly within the limits of the first section of City highway laid out as hereinbefore described. Said easement is temporary in nature and is to be in effect only until such time as the aforesaid purpose for which it is taken shall have been accomplished. Said easement consists of the right to enter upon said land at any time during the effective period of the easement to remove and/or demolish a structure or portion thereof now located thereon.

PARCEL 8-RT-1. A parcel of land supposed to be owned by Socony Mobil Oil Co., Inc., bounded by the line defining the boundary of said first section of City highway and by the line connecting the following points: opposite and easterly from Station 2+46 of auxiliary baseline "A" hereinbefore described and on said boundary line; opposite and easterly from Station 1+95 of said auxiliary baseline "A" and 63

feet distant therefrom; and opposite and easterly from Station 1+72 of said auxiliary baseline "A" and on said boundary line.

The location of the above described easement is more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing, and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take under the provisions of Chapter 79 of the General Laws, and of Chapter 679 of the Acts of 1965, all of the land not already owned by the Commonwealth of Massachusetts, outside the limits of the existing public way or ways, and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including wires, cables, poles, towers, and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Springfield, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 8-1 to 8-15 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity

and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

For the purpose of laying out, constructing and maintaining the sections of City highway hereinbefore described, the Department ^{of} Public Works on behalf of the City of Springfield, does hereby take in fee simple under the provisions of Chapter 79 of the General Laws, and of Chapter 679 of the Acts of 1965, Parcels 8-1-C, 8-2-C and 8-14-C to 8-18-C, inclusive, shown on the plan hereinafter referred to, including all trees and structures located thereon, (not, however, including wires, cables, poles, towers and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Springfield, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The State highway hereby laid out, the sections of City highway hereby laid out and the aforesaid takings, are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield, Hampden County Laid Out as a State Highway by the Department of Public Works, October 20, 1965 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>PARCEL NO.</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
8-1	Socony Mobil Oil Co., Inc.	2098 Square Feet
8-2	City of Springfield (Phelps Avenue)	768 Square Feet
8-3	Owner Unknown	1234 Square Feet
8-4	Seymour L. Rothstein, Frances B. Fieldman and Sidney P. Fieldman (Hampden Street Avenue)	149 Square Feet
8-5	Owner Unknown	1113 Square Feet
8-6	Union Newspaper Co.	21983 Square Feet
8-7	Frank Realty Co., Inc.	1394 Square Feet
8-8	Commonwealth of Massachusetts	-----
8-9	Commonwealth of Massachusetts	-----
8-10	Commonwealth of Massachusetts	-----
8-11	Commonwealth of Massachusetts	-----
8-12	Commonwealth of Massachusetts	-----
8-13	Commonwealth of Massachusetts	-----
8-14	Commonwealth of Massachusetts	-----
8-15	City of Springfield	2468 Square Feet
8-1-C	The Atlantic Refining Co.	2590 Square Feet
8-2-C	Socony Mobil Oil Co., Inc.	10233 Square Feet
8-3-C	City of Springfield	989 Square Feet
8-4-C	Commonwealth of Massachusetts	11700 Square Feet
8-5-C	City of Springfield	213 Square Feet
8-6-C	City of Springfield	628 Square Feet
8-8-C	City of Springfield	34216 Square Feet

<u>PARCEL NO.</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
8-9-C	Commonwealth of Massachusetts	5697 Square Feet
8-10-C	Commonwealth of Massachusetts	899 Square Feet
8-11-C	Commonwealth of Massachusetts	5103 Square Feet
8-12-C	Commonwealth of Massachusetts	1404 Square Feet
8-13-C	Commonwealth of Massachusetts	4526 Square Feet
8-14-C	Seymour L. Rothstein, Frances B. Fieldman and Sidney P. Fieldman	3784 Square Feet
8-15-C	Seymour L. Rothstein, Frances B. Fieldman and Sidney P. Fieldman	2722 Square Feet
8-16-C	Union Newspaper Co.	180 Square Feet
8-17-C	Frank Realty Co. Inc. (Hampden Street Avenue)	1167 Square Feet
8-18-C	Owner Unknown	2255 Square Feet
8-RT-1	Socony Mobil Oil Co. Inc. it is therefore	-----

VOTED: That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth of Massachusetts; that the secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County, and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

VOTED: That the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the

members of the Department of Public Works attesting that said Department of Public Works has laid out said sections of City way in accordance with said plan.

Dated at Boston this twentieth day of October, 1965.

F. W. Sargent

Anthony C. Rosselli

DEPARTMENT

D. R. Dwight

OF

John D. Warner

PUBLIC WORKS

A TRUE COPY-ATTEST

Edward F. Doyle

SECRETARY PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

1965

Springfield



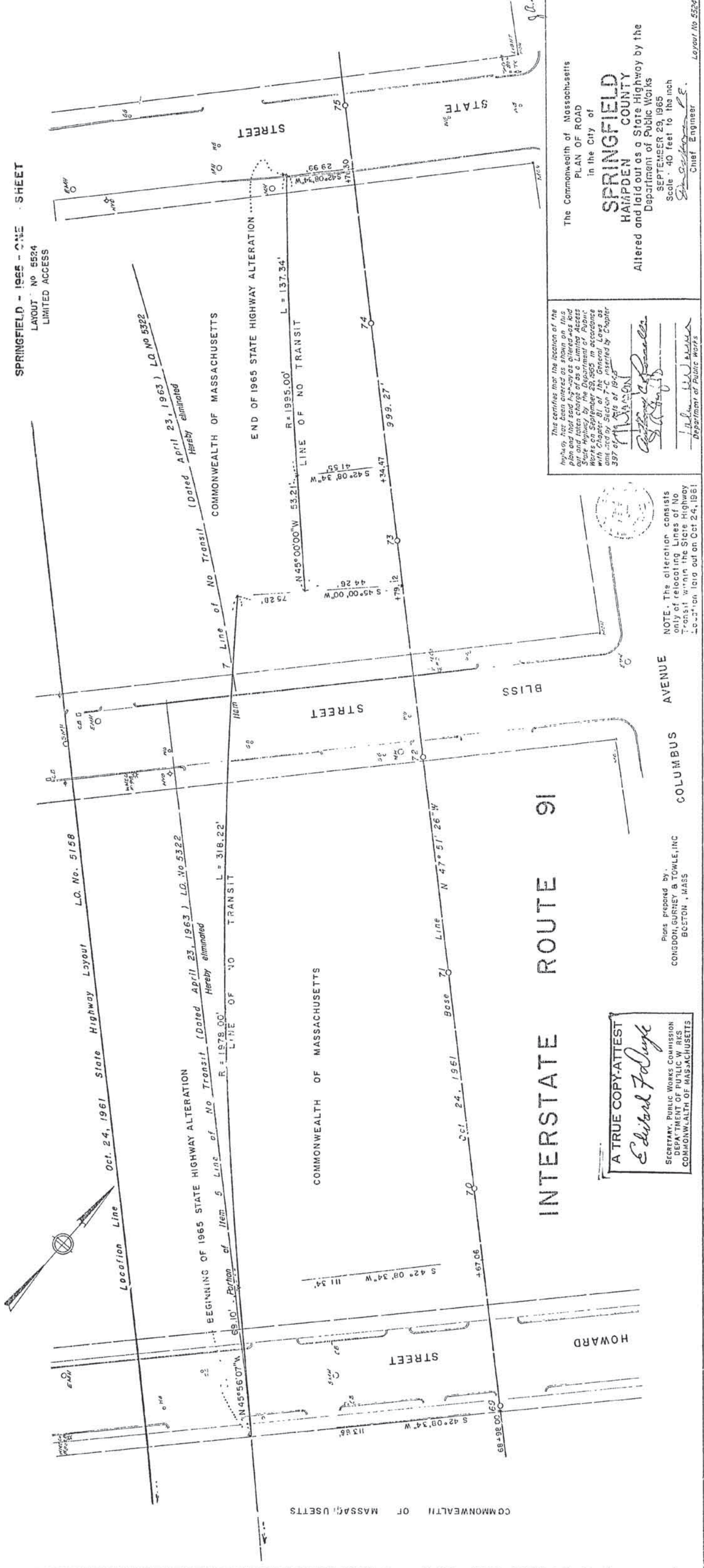
STATE HIGHWAY LAYOUT #5524
I-91, relocation of lines of no transit between
Howard St. & State St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 100 PAGE 127(a).

INDEXING

STATE HIGHWAY LAYOUT #5524

- Image Info** SH67018 Springfield
- Image Info** SH67018 Howard Street
- Image Info** SH67018 I-91
- Image Info** SH67018 State Street



SPRINGFIELD - 1965 - ONE SHEET
LAYOUT NO 5524
LIMITED ACCESS

INTERSTATE ROUTE 91

A TRUE COPY ATTEST
Edward F. Folger
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

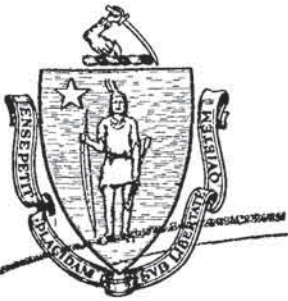
Plans prepared by:
CONDOR, GURNEY & TOWLE, INC.
BOSTON, MASS

NOTE: The alteration consists
only of relocating Lines of No
Transit within the State Highway
Location laid out on Oct 24, 1961

This certifies that the location of the
highway has been entered as shown on this
plan and that said highway as altered was laid
out and taken charge of as a Limited Access
State Highway by the Department of Public
Works on September 29, 1965, in accordance
with Chapter 81A of the General Laws, as
amended by Section 7-C inserted by Chapter
397 of the Acts of 1963.

Anthony J. P. [Signature]
Chief Engineer
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
SPRINGFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
SEPTEMBER 29, 1965
Scale: 40 feet to the inch
[Signature]
Chief Engineer
Layout No 5524



Layout No. 5524
Springfield

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

September 29, 1965

Mr. Edward G. Snea
Clerk, Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works ^{the lines of "No Transit" within} did, under date of September 29, 1965, alter/the location of a section of State highway laid out in Springfield in the years 1961 and 1963.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

A handwritten signature in cursive script, appearing to read "Samuel F. Doyle".

Secretary.

~~Registered Mail.~~
EFD:hfm
Enclosures

The Commonwealth of Massachusetts
Department of Public Works

Layout No. 5524

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of October 24, 1961 lay out and take charge of, as a limited access State highway, a road in the City of Springfield, County of Hampden, being known as Interstate Route 91, Layout No. 5156 (altered to establish lines of "No Transit" under date of April 23, 1963, Layout No. 5322) and locally known as Columbus Avenue, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said City of Springfield; and:

Whereas, it now appears advisable to alter the location of said lines of No Transit within the location of said State highway;

Now, therefore, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof, and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the lines of "No Transit" within the location of said State highway, and should lay out and take charge of said State highway as altered, with limited access provisions, as hereinafter described.

The stations hereinafter referred to are points on the baseline of location of said October 24, 1961 State highway layout.

The restriction to transit imposed under said April 23, 1963 State highway alteration is hereby removed insofar as applicable to that portion of the line established under item 5 thereof beginning at a point thereon bearing $S42^{\circ}08'34''W$ and 113.66 feet distant from station 68+98.00 and extending thence, following said line northwesterly to the point of ending thereof; and insofar as applicable to the line established under item 7 thereof for its entire length.

Lines across which transit is not allowed are hereby established within said State highway location as follows:

1. Beginning at a point marking the northwesterly end of the remainder of the line of "No Transit" established under item 5 of said April 23, 1963 State highway alteration, said point bearing $S42^{\circ}08'34''W$ and being 113.66 feet distant from station 68+98.00, and extending thence $N45^{\circ}56'07''W$ 69.10 feet to a point bearing $S42^{\circ}08'34''W$ and 111.34 feet distant from station 69+67.06; thence by a curve to the right of 1978.00 feet radius 318.22 feet to the point of ending thereof, said point bearing south $45^{\circ}00'00''$ west and being 75.28 feet distant from Station 72+79.12.
2. Beginning at a point bearing south $45^{\circ}00'00''$ west and 44.26 feet distant from Station 72+79.12 and extending thence north $45^{\circ}00'00''$ west 53.21 feet to a point bearing south $42^{\circ}08'34''$ west and 41.55 feet distant from Station 73+34.47; thence by a curve to the right of 1995.00/^{feet}radius 137.34 feet to the point of ending thereof, said point bearing south $42^{\circ}08'34''$ west and being 29.99 feet distant from Station 74+71.30.

The State highway hereby altered and laid out is shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Altered and laid out as a State Highway by the Department of Public Works September 29, 1965 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout in the Registry of Deeds for Hampden County of Springfield.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this twenty-ninth day of September, 1965.

F. W. Sargent

Department

Anthony C. Russell

of

D. R. Dwight

Public Works

John D. Warner

1966

Springfield



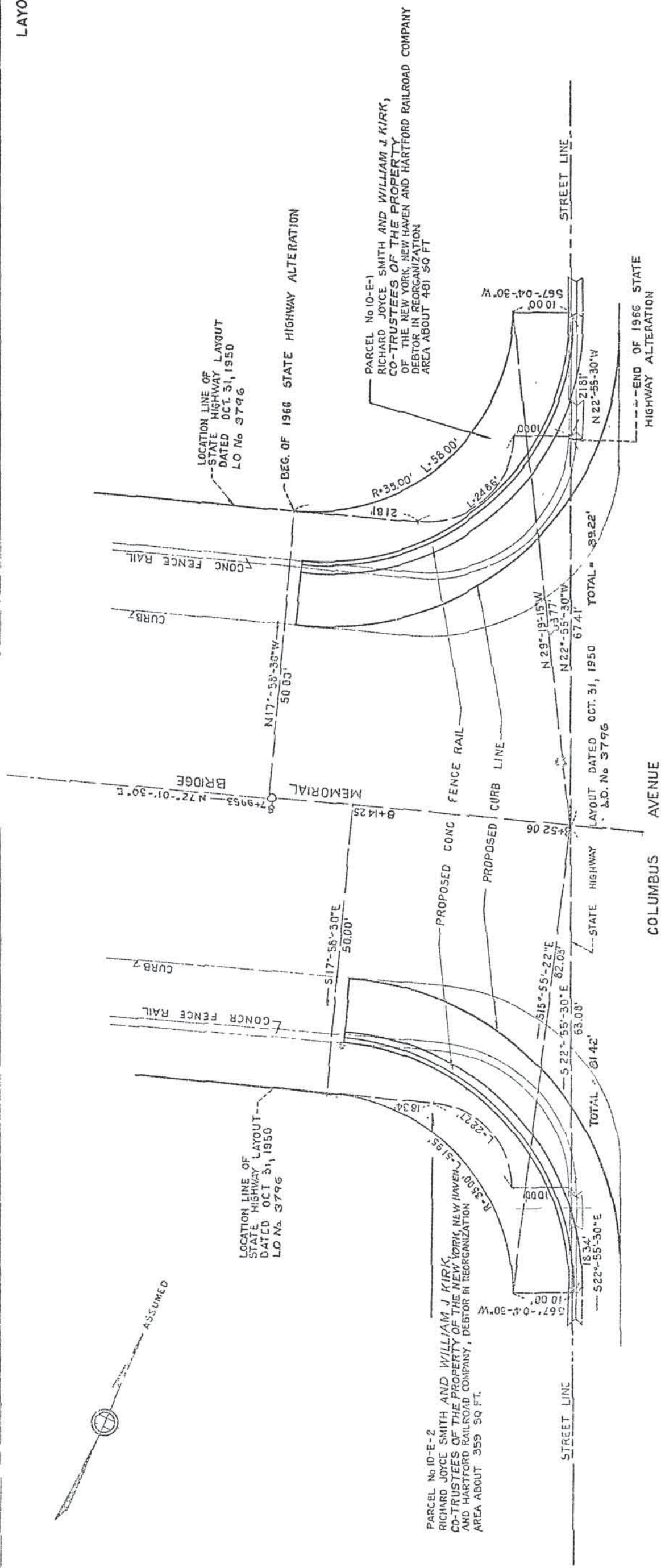
STATE HIGHWAY LAYOUT #5533
Memorial Bridge, widening of entrance to
bridge at Columbus Ave.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 103 PAGE 121(b).

INDEXING

STATE HIGHWAY LAYOUT #5533

- Image Info** SH67019 Springfield
- Image Info** SH67019 Memorial Bridge
- Image Info** SH67019 Columbus Avenue



This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out ~~and~~ taken charge of as a State Highway by the Department of Public Works on July 6, 1966 in accordance with Chapter 81 of the General Laws.

PLAN PREPARED BY
FAY, SPOFFORD & THORNDIKE

A TRUE COPY-ATTEST

Edward F. Doyle

SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

The Commonwealth of Massachusetts
PLAN OF ROAD
In the City of
SPRINGFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway
Department of Public Works
by the
JULY 6, 1966
Scale = 20 feet to the inch.
Donald H. ...
Chief Engineer
L-2000-112-5



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

July 6, 1966

Springfield
Layout No. 5533 &
Order of Taking

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of July 6, 1966, alter the location of a section of State highway laid out in Springfield in the year 1950.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle
Secretary.

~~Registered Mail~~
~~Registered Mail~~
EFD:mfc
Enclosures

Secretary of State ✓

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 5533
and Order of Taking

Whereas the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of October 31, 1950, lay out and take charge of, as a State highway, a road in the City of Springfield, County of Hampden, being known as Memorial Bridge, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said City of Springfield; and

Whereas, it now appears advisable to make certain changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter 81 of the General Laws as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway, as altered, as hereinafter described.

The alteration is located at the easterly end of the aforesaid October 31, 1950 State highway layout and consists of widening a portion of said State highway layout on both sides thereof, at the southwesterly side of Columbus Avenue, and is more fully described as follows:

The stations hereinafter referred to are points on the base line of location of said State highway layout.

The northerly location line of the State highway as hereby altered and laid out begins at a point on the northerly location line of said State highway bearing North $17^{\circ}58'30''$ West and 50.00 feet distant from Station 7+99.53 and extends thence, leaving said location line, by a curve to the left of 35.00 feet radius, 58.00 feet to a point bearing North $29^{\circ}19'15''$ West and 89.77 feet distant from Station 8+52.06; thence North $67^{\circ}04'30''$ East, 10.00 feet to a point on the existing southwesterly street line of Columbus Avenue bearing North $22^{\circ}55'30''$ West and 89.22 feet distant from said Station 8+52.06; thence following said street line South $22^{\circ}55'30''$ East, 21.81 feet to a point at the end of the alteration, said point marking the easterly end of the northerly location line of said State highway and bearing North $22^{\circ}55'30''$ West and being 67.41 feet distant from said Station 8+52.06.

The southerly location line of the State highway as hereby altered and laid out begins at a point on the southerly location line of said State highway bearing South $17^{\circ}58'30''$ East and 50.00 feet distant from Station 8+14.25 and extends thence, leaving said location line, by a curve to the right of 35.00 feet radius, 51.95 feet to a point bearing South $15^{\circ}55'22''$ East and 82.03 feet distant from Station 8+52.06; thence North $67^{\circ}04'30''$ East, 10.00 feet to a point on the existing southwesterly street line of Columbus Avenue bearing South $22^{\circ}55'30''$ East and 81.42 feet distant from said Station 8+52.06; thence following said street line North $22^{\circ}55'30''$ West, 18.34 feet to a point at the end of the alteration, said point marking the easterly end of the southerly location line of said State highway and bearing

South 22°55'30" East and being 63.08 feet distant from said Station 8+52.06.

The location lines of the State highway, altered and laid out as hereinbefore described, are to be further defined by bounds set thereon at angle points and at the points of beginning and ending thereof.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, easements for highway purposes in the parcels of land shown as Parcels 10-E-1 and 10-E-2, on the plan hereinafter referred to, the supposed owners of said parcels being shown on said plan and being set forth in the schedule hereinafter contained.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Altered and laid out as a State Highway by the Department of Public Works July 16, 1966 Scale: 20 feet to the inch," an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to

increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>PANEL NO.</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
10-E-1	Richard Joyce Smith and William J. Kirk, as co-Trustees of the property of the New York, New Haven & Hartford Railroad Company, Debtor in Reorganization	481 Square Feet
10-E-2	Richard Joyce Smith and William J. Kirk, as Co-Trustees of the property of the New York, New Haven & Hartford Railroad Company, Debtor in Reorganization	359 Square Feet

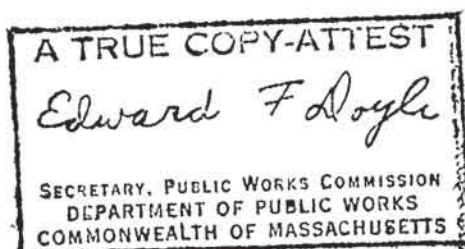
The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: that said way as altered, as described herein, and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this sixth day of July, 1966.

J. A. S.



/s/ Edward J. Ribbs

/s/ Anthony C. Rosselli

/s/ Robert S. Foster

MASSACHUSETTS

DEPARTMENT

OF

PUBLIC WORKS

1965

Springfield



STATE HIGHWAY LAYOUT #5553
I-291, Main St. to Nursery St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 101 PAGES 123(a)-125(b).

INDEXING

STATE HIGHWAY LAYOUT #5553

- Image Info SH67020 Springfield
- Image Info SH67020 I-291
- Image Info SH67020 Main Street
- Image Info SH67020 Nursery Street

PLANS PREPARED BY
GOODKIND AND O'DEA, INC.
SPRINGFIELD, MASS

A TRUE COPY ATTEST
Edward F. Doyle
Secretary, Public Works Commission
of the City of Springfield
Commonwealth of Massachusetts

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of

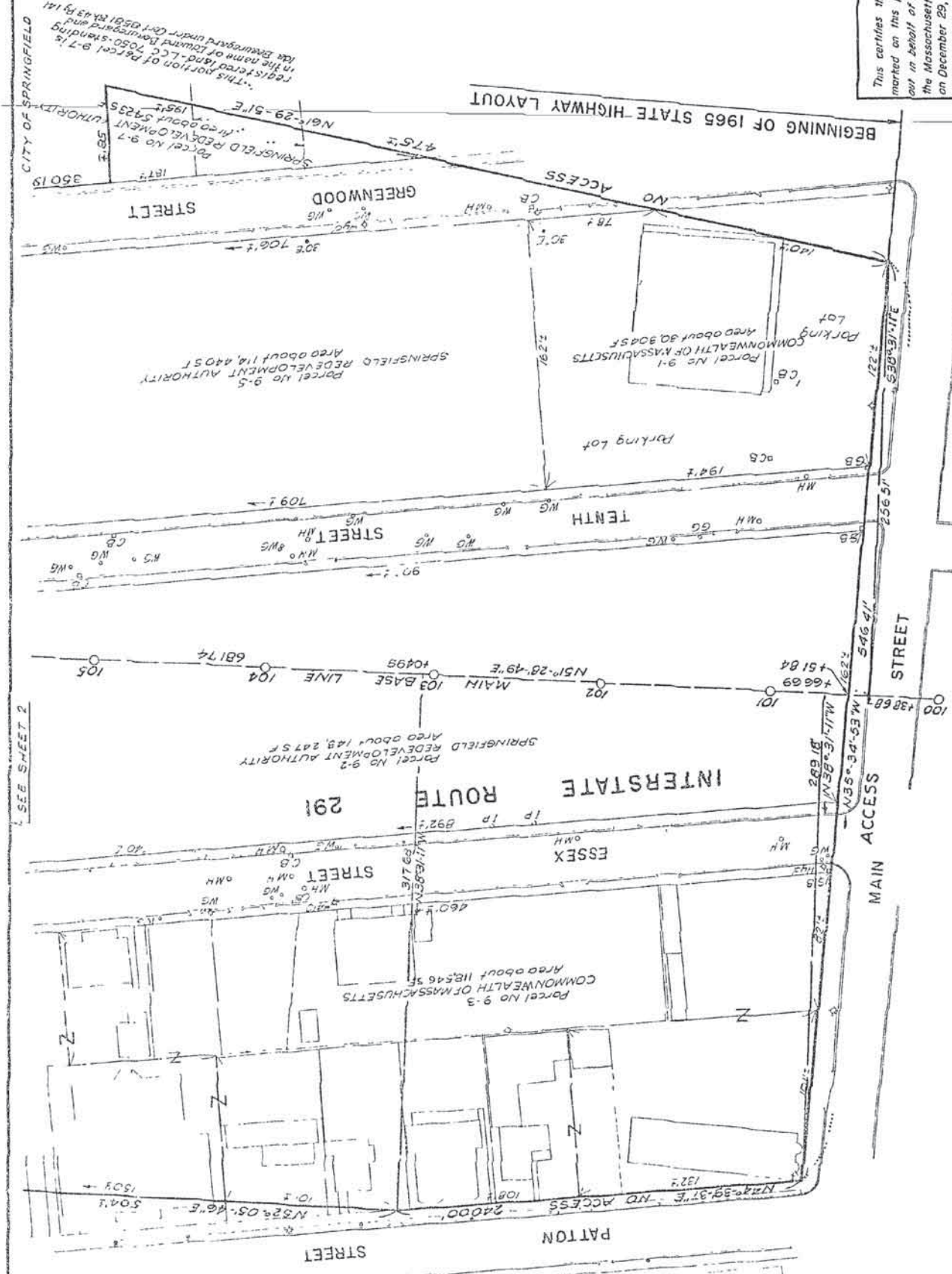
SPRINGFIELD

HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
DECEMBER 29, 1965
Scale 80 feet to the inch
Donald W. O'Connor
Chief Engineer

This certifies that the sections of road marked on this plan City Layout were laid out in behalf of the City of Springfield by the Massachusetts Department of Public Works on December 29, 1965 under authority of Chapter 44B of the Acts of 1943.

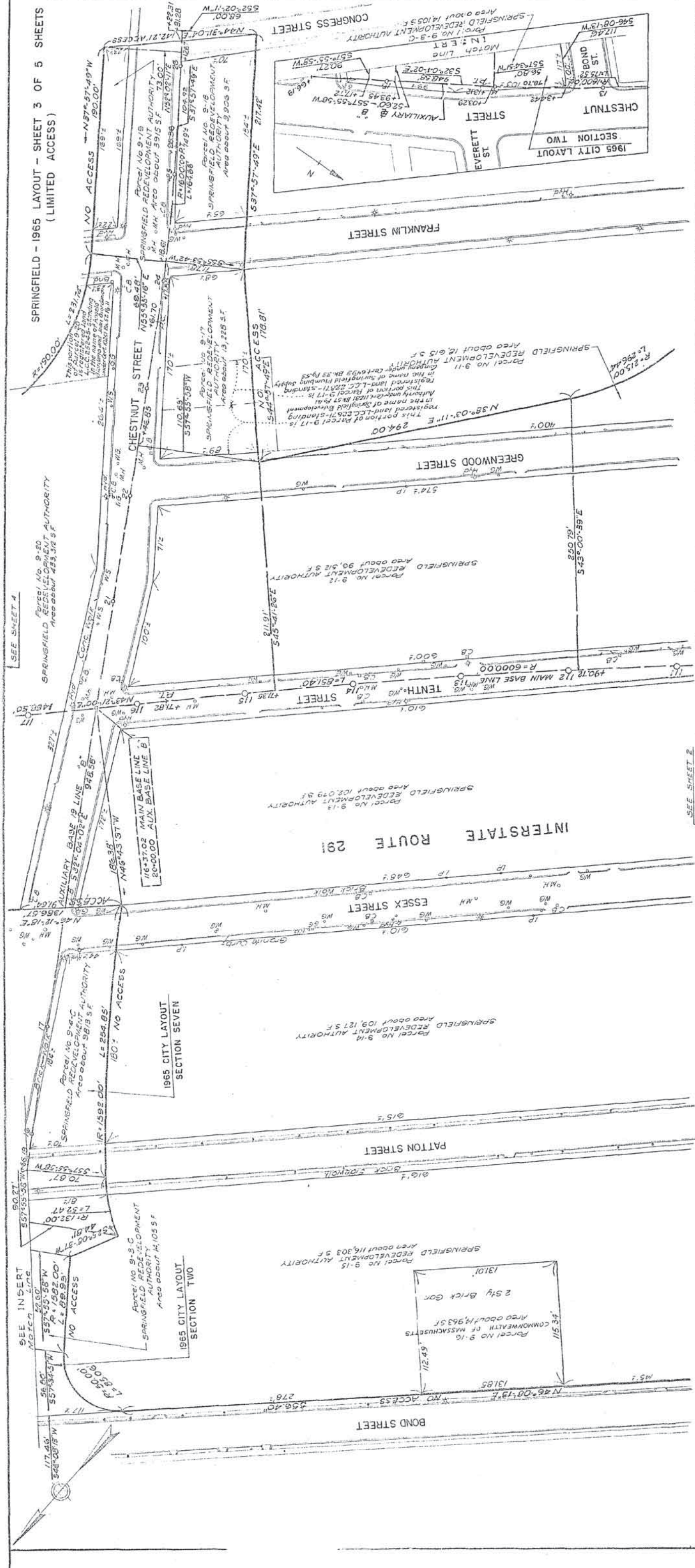
This certifies that the road shown on this plan was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on December 29, 1965 in accordance with Chapter 81A of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.

W. O'Connor
Chief Engineer
Donald W. O'Connor
Chief Engineer
Richard J. O'Connor
Chief Engineer
Richard J. O'Connor
Chief Engineer
Department of Public Works



[illegible]

SEE SPENT

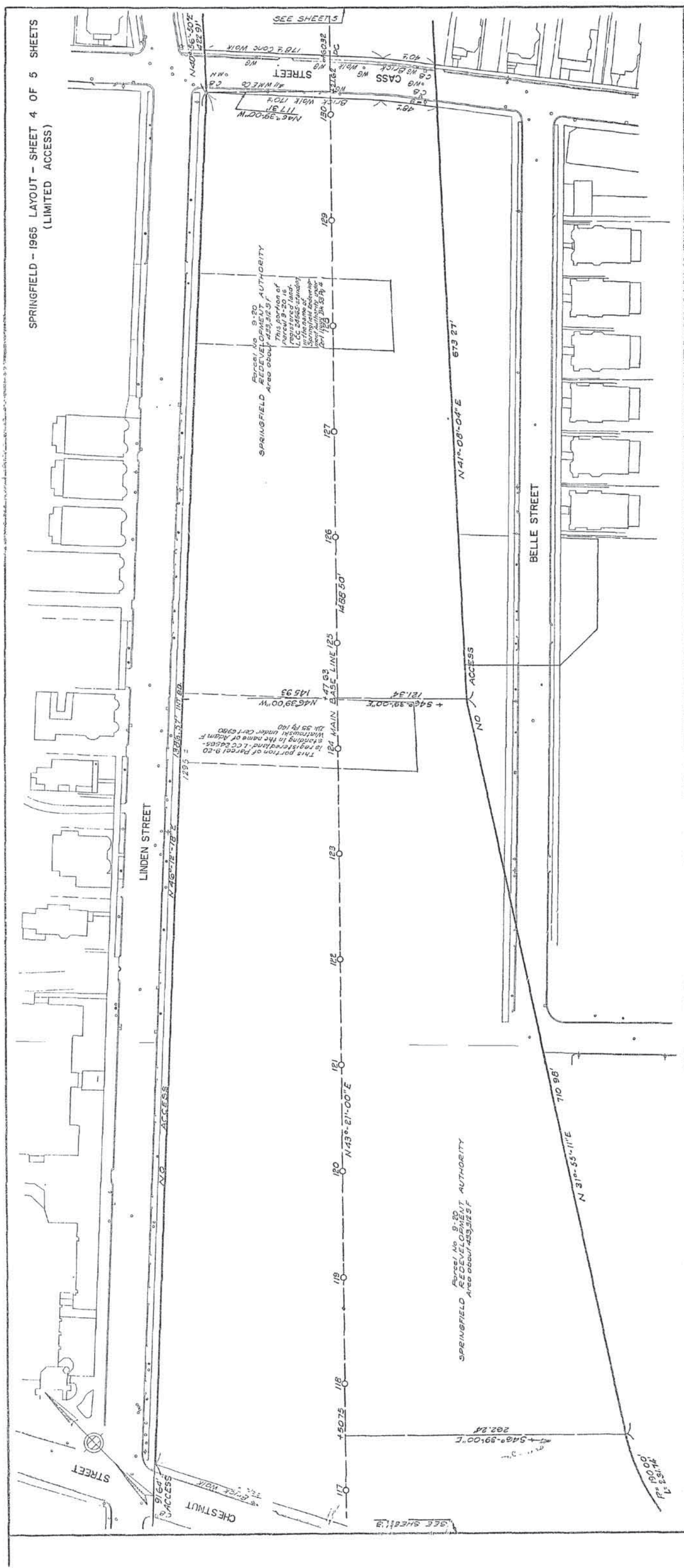


SEE SHEET 2

SEE SHEET 4

SEE INSERT

SPRINGFIELD -- 1965 LAYOUT - SHEET 4 OF 5 SHEETS
(LIMITED ACCESS)







The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 02114

Layout No. 5553
and Order of Taking

December 29, 1965

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated March 31, 1965, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in Springfield, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Edward F. Doyle

Edward F. Doyle
Secretary

EFD:hfm

Enclosures

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooQoo---

Layout No. 5553
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on June 1, 1960, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State highway, a road in the City of Springfield, County of Hampden.

The layout consists of establishing a State highway location, on new location, with limited access provisions, for a portion of Interstate Route 291, beginning at the northeasterly street line of Main Street, between Patton and Greenwood Street and extending thence northeasterly about 0.81 miles to the northeasterly street line of Nursery Street, at Stetson Street, and is more fully described as follows:

The main base line of location for the State highway hereby laid out begins at a point shown on plan as Station 100+38.68 and extends thence N 51° -28'-49" E 681.74 feet; thence by a curve to the left of 6000.00 feet radius 851.40 feet; thence N 43° -21'-00" E 1488.50 ft. thence by a curve to the right of 8000.00 feet radius 1300.46 feet to the point of ending thereof, shown on plan as Station 143+60.78.

The length of the State highway hereby laid out is about 4290 feet. An auxiliary base line "A", on Dwight Street, begins at a point shown on plan as Station 13+44.32 and extends thence S 40° -39'-11" E 348.89 feet; thence S 40° -52'-54" E 709.19 feet; thence S 40° -56'-49" E 222.39 feet to the point of ending thereof shown on plan as Station 26+24.79.

NOTE: Station 20+00.00 of auxiliary base line "A" is identical with Station 109+81.19 of the main base line, hereinbefore described.

An auxiliary base line "B", on Chestnut Street, begins at a point shown on plan as Station 13+34.42 and extends thence southeasterly, as shown on plan by a curve to the right of 1600.00 feet radius, 78.70 feet; thence S 32° -04'-02" E, 948.58 feet; thence by a curve to the left of 1600.00 feet radius, 164.66 feet; thence S 37° -57'-49" E, 104.92 feet to the point of ending thereof, shown on plan as Station 26+31.28. NOTE: Station 20+00.00 of auxiliary base line "B" is identical with Station 116+37.02 of the main base line hereinbefore described.

The northwesterly location line of the State highway as hereby laid out begins at a point on the existing northeasterly street line of Main Street, said point bearing N 38° -31'-11" W and being 289.18 feet distant from Station 100+66.69 of the main base line, hereinbefore described, and extends thence, leaving said street line, N 44° -39'-37" E, 240.00 feet to a point bearing N 38° -31'-11" W and 317.68 feet distant from Station 103+04.99 of said main base line; thence N 52° -05'-46" E about 504 feet to a point on the dividing line between land now or formerly of the City of Springfield and land now or formerly of the Commonwealth of Massachusetts;

thence following said dividing line southeasterly as shown on plan about 35 feet to a point on the dividing line between land now or formerly of the City of Springfield and land now or formerly of the Springfield Redevelopment Authority; thence following the last referred to dividing line northeasterly, as shown on plan, 124.11 feet to a point on the existing southwesterly street line of Dwight Street; thence following said street line northwesterly about 17 feet to a point bearing N $40^{\circ}-42'-14''$ W and 306.84 feet distant from Station 109+49.13 of said main base line; thence in part crossing said Dwight^{Street} N $49^{\circ}-20'-49''$ E, 66.00 feet to a point bearing N $41^{\circ}-20'-56''$ W, and 306.42 feet distant from Station 110+16.69 of said main base line; thence N $40^{\circ}-39'-11''$ W, 303.53 feet to a point bearing N $49^{\circ}-20'-49''$ E and 33.00 feet distant from Station 13+89.74 of auxiliary base line "A" hereinbefore described; thence, by a curve to the right of 50.00 feet radius, 75.74 feet to a point on the existing southeasterly street line of Bond Street, said point bearing N $46^{\circ}-08'-13''$ E, and being 80.33 feet distant from Station 13+44.32 of said auxiliary base line "A"; thence, following said street line, N $46^{\circ}-08'-13''$ E, 556.40 feet to a point bearing S $46^{\circ}-08'-13''$ W and 117.46 feet distant from Station 13+34.42 of auxiliary base line "B" hereinbefore described; thence, leaving said street line by a curve to the right of 50.00 feet radius, 85.06 feet to a point bearing S $57^{\circ}-34'-51''$ W and 56.80 feet distant from Station 14+03.29 of said auxiliary base line "B"; thence, by another curve to the right of 1582.00 feet radius, 89.93 feet

to a point bearing S $57^{\circ}-55'-58''$ W and 52.60 feet distant from Station 14+93.45 of said auxiliary base line "B"; thence S $25^{\circ}-08'-37''$ W, 44.81 feet to a point bearing S $57^{\circ}-55'-58''$ W and 90.27 feet distant from Station 15+17.72 of said auxiliary base line "B"; thence, southeasterly, as shown on plan, by a curve to the right of 132.00 feet radius, 52.47 feet to a point bearing S $57^{\circ}-55'-58''$ W and 70.87 feet distant from Station 15+66.19 of said auxiliary base line "B"; thence, by another curve to the right of 1592.00 feet radius, 254.85 feet to a point on the existing southeasterly street line of Essex Street, said point bearing N $46^{\circ}-43'-37''$ W, and being 186.38 feet distant from Station 116+37.02 of the aforesaid main base line; thence, in part following said street line, in part crossing Chestnut Street and in part following the existing southeasterly street line of Linden Street N $46^{\circ}-12'-18''$ E, 1386.57 feet to a point thereon marking the junction therewith of the existing southwesterly street line of Cass Street, said point bearing N $46^{\circ}-39'-00''$ W and being 117.31 feet distant from Station 103+21.62 of said main base line; thence, N $40^{\circ}-56'-50''$ E, 422.91 feet to a point bearing N $43^{\circ}-56'-55''$ W and 144.10 feet distant from Station 134+37.51 of said main base line; thence, N $46^{\circ}-10'-50''$ E, 466.57 feet to a point bearing N $40^{\circ}-40'-09''$ W and 156.40 feet distant from Station 138+95.39 of said main base line; thence, N $57^{\circ}-52'-56''$ E, 424.23 feet to a point bearing N $37^{\circ}-42'-07''$ W and 104.18 feet distant from Station 143+09.69 of said main base line; thence, N $45^{\circ}-32'-02''$ E, 52.16 feet to the point of ending thereof, on the existing northeasterly

street line of Nursery Street, said point bearing N $37^{\circ}-20'-10''$ W and being 110.49 feet distant from Station 143+60.78 of said main base line.

The southeasterly location line of the State highway as hereby laid out begins at a point on the existing northeasterly street line of Main Street, said point bearing S $38^{\circ}-31'-11''$ E and being 256.51 feet distant from Station 100+38.68 of the main base line, hereinbefore described, and extends thence, leaving said street line N $61^{\circ}-29'-51''$ E, about 475 feet to a point on the dividing line between land now or formerly of the Springfield Redevelopment Authority and land now or formerly of the City of Springfield; thence following said dividing line northwesterly as shown on plan about 58 feet to a point on the existing southeasterly street line of Greenwood Street; thence following said street line northeasterly 350.19 feet to a point on the dividing line between land now or formerly of the City of Springfield and land now or formerly of the Springfield Redevelopment Authority; thence following said dividing line, as shown on plan, southeasterly 89.98 feet, southwesterly 47.26 feet and again southeasterly about 23 feet; thence leaving said dividing line and extending N $44^{\circ}-20'-51''$ E about 91 feet to a point bearing S $40^{\circ}-13'-00''$ E and 353.06 feet distant from Station 108+98.13 of said main base line; thence, by a curve to the right of 50.00 feet radius 82.65 feet to a point on the existing southwesterly street line of Dwight Street, said point bearing S $49^{\circ}-05'-16''$ W and being 33.00 feet distant from Station 24+02.40 of said auxiliary base line "A"; thence, following said street line, S $40^{\circ}-56'-49''$ E, 222.41 feet to a point bearing S $40^{\circ}-56'-49''$ W and 33.00 feet distant from Station 26+24.79 of said

auxiliary base line "A"; thence in part crossing Dwight Street, N $49^{\circ}-03'-11''$ E, 78.00 feet to a point bearing N $49^{\circ}-03'-11''$ E and 45.00 feet distant from said Station 26+24.79; thence, N $40^{\circ}-56'-49''$ W, 167.00 feet to a point bearing N $49^{\circ}-03'-11''$ E and 45.00 feet distant from Station 24+57.79 of said auxiliary base line "A"; thence, by a curve to the right of 215.00 feet radius, 296.44 feet to a point bearing S $43^{\circ}-00'-39''$ E, and 250.79 feet distant from Station 111+90.72 of the aforesaid main base line; thence, N $38^{\circ}-03'-11''$ E, 294.00 feet to a point bearing S $45^{\circ}-41'-26''$ E and 211.91 feet distant from Station 114+71.35 of said main base line; thence, S $44^{\circ}-57'-49''$ E, 178.81 feet to a point bearing S $55^{\circ}-53'-42''$ W and 71.78 feet distant from Station 24+18.61 of auxiliary base line "B" hereinbefore described; thence, S $37^{\circ}-57'-49''$ E, 217.42 feet to a point bearing S $52^{\circ}-02'-11''$ W and 68.00 feet distant from Station 26+31.28 of said auxiliary base line "B"; thence, in part crossing Chestnut Street N $44^{\circ}-31'-04''$ E, 142.21 feet to a point bearing N $52^{\circ}-02'-11''$ E and 73.00 feet distant from Station 26+12.67 of said auxiliary base line "B"; thence, N $37^{\circ}-57'-49''$ W, 190.00 feet to a point bearing N $55^{\circ}-55'-16''$ E and 69.48 feet distant from Station 24+17.88 of said auxiliary base line "B"; thence, by a curve to the right of 190.00 feet radius 231.74 feet to a point bearing S $46^{\circ}-39'-00''$ E and 262.24 feet distant from Station 117+50.75 of the aforesaid main base line; thence, N $31^{\circ}-55'-11''$ E, 710.98 feet to a point bearing S $46^{\circ}-39'-00''$ E and 121.34 feet distant from Station 124+47.63 of said main base line; thence, N $41^{\circ}-08'-04''$ E, 673.27 feet to a point bearing S $46^{\circ}-12'-22''$ E and 95.09 feet distant from Station 131+21.12 of said main

base line; thence, N $52^{\circ}-11'-50''$ E, 213.75 feet to a point on the existing northeasterly street line of Leonard Street, said point bearing S $44^{\circ}-40'-34''$ E and being 123.52 feet distant from Station 133+35.91 of said main base line; thence, following said street line N $37^{\circ}-48'-10''$ W, 30.57 feet to a point bearing S $43^{\circ}-40'-24''$ E and 93.17 feet distant from Station 133+41.20 of said main base line; thence, N $43^{\circ}-40'-24''$ W, 36.26 feet to a point bearing S $43^{\circ}-40'-24''$ E and 56.91 feet distant from said Station 133+41.20; thence, leaving said street line and extending N $52^{\circ}-11'-50''$ E, 112.91 feet to a point bearing S $37^{\circ}-48'-10''$ E and 69.95 feet distant from Station 134+60.68 of said main base line; thence, S $37^{\circ}-48'-10''$ E, 35.89 feet to a point bearing S $37^{\circ}-48'-10''$ E and 105.84 feet distant from said Station 134+60.68; thence, N $52^{\circ}-11'-50''$ E, 110.00 feet to a point on the existing southwesterly street line of Underwood Street, said point bearing S $37^{\circ}-41'-24''$ E and 116.62 feet distant from Station 135+71.43 of said main base line; thence, following said street line S $37^{\circ}-41'-24''$ E, 30.90 feet to a point bearing S $37^{\circ}-41'-24''$ E and 147.52 feet distant from said Station 135+71.43; thence, in part crossing Underwood Street N $52^{\circ}-11'-50''$ E, 150.00 feet to a point bearing S $37^{\circ}-48'-11''$ E and 159.69 feet distant from Station 137+21.64 of said main base line; thence, S $37^{\circ}-48'-11''$ E 2.37 feet to a point bearing S $37^{\circ}-48'-11''$ E and 162.06 feet distant from said Station 137+21.64; thence, N $47^{\circ}-24'-31''$ E, 82.10 feet to a point bearing S $41^{\circ}-23'-55''$ E and 160.36 feet distant from Station 137+93.56 of said main base line; thence, N $49^{\circ}-46'-56''$ E, 234.03 feet to a point bearing S $39^{\circ}-41'-17''$ E and 161.69 feet distant from Station 140+32.39 of said main base line; thence, N $38^{\circ}-52'-10''$ E, 132.28 feet to a point bearing S $38^{\circ}-39'-37''$ E and 132.28 feet distant from

from Station 141+75.89 of said main base line; thence, N $56^{\circ}-42'-23''$ E, 140.00 feet to the point of ending thereof on the existing northeasterly street line of Nursery Street, said point bearing S $37^{\circ}-38'-37''$ E and being 144.05 feet distant from Station 143+17.84 of said main base line.

The southwesterly end of the State highway hereby laid out is defined by the line, extending between the points of beginning of the northwesterly and southeasterly location lines hereinbefore described, and bearing S $35^{\circ}-34'-53''$ E, and being 546.41 feet in length.

The northeasterly end of the State highway hereby laid out is defined by the line extending between the points of ending of the northwesterly and southeasterly location lines hereinbefore described and bearing, S $27^{\circ}-56'-04''$ E, and being 258.11 feet in length.

The location lines of the State highway hereby laid out are to be further defined by bounds set thereon at angle points, points of curvature, at the points of beginning and ending thereof; and at an intermediate point on the northwesterly location line bearing N $46^{\circ}-39'-00''$ W and 145.93 feet distant from Station 124+47.63 of the aforesaid main base line.

The right of access to and egress from the State highway is limited, being allowed across the location lines thereof, laid out as hereinbefore described, only as follows:

Free access to and egress from said location is allowed:

- a. Across the lines defining the southwesterly and northeasterly ends thereof for their entire lengths.
- b. Across the southeasterly location line between a point thereon about opposite Station 105+10 of the main base line hereinbefore described and about 342 feet distant therefrom and a point thereon

about opposite Station 108+20 of said main base line and about 363 feet distant therefrom.

c. Across the northwesterly location line between a point thereon about opposite and about 311 feet distant from Station 108+11 of the main base line hereinbefore described and a point thereon bearing N $41^{\circ}-20'-56''$ W and 306.42 feet distant from Station 110+16.69 of said main base line.

d. At Dwight Street, across the southeasterly location line, between points thereon bearing S $49^{\circ}-03'-11''$ W and N $49^{\circ}-03'-11''$ E and 33.00 feet and 45.00 feet distant respectively from Station 26+24.79 of auxiliary base line "A", hereinbefore described.

e. At Chestnut Street, across the southeasterly location line, between a point thereon bearing S $52^{\circ}-02'-11''$ W and 68.00 feet distant from Station 26+31.28 of auxiliary base line "B" hereinbefore described, and a point thereon bearing N $52^{\circ}-02'-11''$ E and 73.00 feet distant from Station 26+12.67 of said auxiliary base line "B".

f. At Chestnut Street, across the northwesterly location line between a point thereon bearing N $46^{\circ}-43'-37''$ W and 186.38 feet distant from Station 116+37.02 of the main base line hereinbefore described and a point thereon bearing N $46^{\circ}-12'-18''$ E and 91.64 feet distant from the first described point.

The above described access-egress items are shown on the plan hereinafter referred to.

In connection with the laying out of the State highway hereinbefore described it is necessary to lay out seven sections of highway on behalf of the City of Springfield, and said sections of highway are hereby so laid out under the provisions of Chapter 418 of the Acts of 1948 and are described as follows:

Section 1. The first section of highway hereby laid out on behalf of the City of Springfield establishes a location for the widening of a portion of Dwight Street, on the northeasterly side thereof, and is bounded by the northwesterly street line of Patton Street, by the northeasterly street line of Dwight Street, by the southeasterly street line of Bond Street, and by the northwesterly location line of the State highway hereinbefore described.

Section 2. The second section of highway hereby laid out on behalf of the City of Springfield establishes a location for the widening of a portion of Chestnut Street, on the southwesterly side thereof, and is bounded by the southeasterly street line of Bond Street, by the southwesterly street line of Chestnut Street, by the northwesterly street line of Patton Street and by the northwesterly location line of the State highway hereinbefore described.

Section 3. The third section of highway hereby laid out on behalf of the City of Springfield establishes a location for a connector from Cass Street to Leonard Street, and is bounded by the northeasterly street line of Cass Street, by the southeasterly location line of the State highway hereinbefore described, by the southwesterly street line of Leonard Street and by the line described as follows:
Beginning at a point on said street line of Cass Street bearing S $38^{\circ}-42'-06''$ E and 151.94 feet distant from Station 130+60.51 of the main base line, hereinbefore described, and extending thence, leaving said street line N $41^{\circ}-08'-04''$ E, 88.35 feet to a point bearing S $46^{\circ}-09'-28''$ E and 146.78 feet distant from Station 131+29.65 of said main base line; thence, N $52^{\circ}-11'-50''$ E, 148.48 feet to the point of ending thereof on said street line of Leonard Street, said point bearing S $37^{\circ}-48'-10''$ E and being 168.30 feet distant from

Station 133+00.42 of said main base line.

Section 4. The fourth section of highway hereby laid out on behalf of the City of Springfield establishes a location for a connector from Crane Street to Halsey Street, and is bounded by the northeasterly street line of Crane Street, by the southeasterly street line of Halsey Street and by the line described as follows: Beginning at a point on said street line of Crane Street bearing $S 41^{\circ}-51'-05'' E$ and 219.25 feet distant from Station 138+1' 84 of the main base line, hereinbefore described, and extending thence leaving said street line $N 49^{\circ}-46'-56'' E$ 109.36 feet to a point bearing $S 40^{\circ}-14'-03'' E$ and 219.99 feet distant from Station 139+56.14 of said main base line; thence, $N 36^{\circ}-16'-31'' E$, 202.48 feet to the point of ending thereof on said street line of Halsey Street, said point bearing $S 38^{\circ}-47'-35'' E$ and being 170.30 feet distant from Station 141+57.35 of said main base line.

Section 5. The fifth section of highway hereby laid out on behalf of the City of Springfield, establishes a location for a cul-de-sac and is bounded by the southeasterly street line of Foss Street, by the southwesterly street line of Nursery Street, by the northwesterly location line of the State highway hereinbefore described and by the line described as follows: Beginning at a point on said State highway location line bearing $N 27^{\circ}-56'-03'' W$ and 109.76 feet distant from Station 142+59.25 of the main base line hereinbefore described, and extending thence, leaving said location line, $N 27^{\circ}-56'-03'' W$, 48.07 feet to the point of ending thereof on said street line of Foss Street said point bearing $N 27^{\circ}-56'-03'' W$ and being 157.53 feet distant from said Station 142+59.25.

Section 6. The sixth section of highway hereby laid out on behalf of the City of Springfield establishes a location for the widening of a portion of Dwight Street, on the northeasterly side thereof, and is bounded by the northeasterly street line of Dwight Street, by the southeasterly street line of Patton Street and by the northwesterly location line of the State highway, hereinbefore described.

Section 7. The seventh section of highway hereby laid out on behalf of the City of Springfield establishes a location for the widening of a portion of Chestnut Street, on the southwesterly side thereof, and is bounded by the southeasterly street line of Patton Street, by the southwesterly street line of Chestnut Street, by the northwesterly street line of Essex Street and by the northwesterly location line of the State highway, hereinbefore described.

The location lines of the sections of highway hereby laid out on behalf of the City of Springfield, are to be further defined by bounds set thereon at angle points, points of curvature and at points of beginning and ending thereof.

Upon completion of the construction of the State highway within the limits of the layout hereinbefore described, and the acceptance thereof by the Department of Public Works, the control and maintenance of the roadways of Dwight Street and Chestnut Street, as existing or as altered by said construction, and lying within the limits of said State highway location, shall revert to the City of Springfield.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, all of the land not already owned by the Commonwealth of Massachusetts, outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, wires, cables and other appurtenances for the conveyance of electricity and telephone communication and the structures located on land of the Springfield Redevelopment Authority) situated in the City of Springfield, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 9-1, 9-2, 9-3, 9-5, 9-7, and 9-9 to 9-29 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield, which are included in the foregoing description.

Rights of access to and egress from an existing public way are hereby taken from an owner of land abutting Dwight Street in the locations shown as Parcels 9-AT-1 and 9-AT-2 on the plan hereinafter referred to, the supposed owner of said land being set forth in the schedule hereinafter contained.

For the purpose of laying out, constructing and maintaining the sections of City highway hereinbefore described, the Department of Public Works, on behalf of the City of Springfield, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, Parcels 9-1-C, to 9-4-C inclusive, 9-6-C, 9-7-C and 9-10-C, shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, wires, cables, and other appurtenances for the conveyance of electricity and telephone communication and the structures located on land of the Springfield Redevelopment Authority), situated in the City of Springfield, County of Hampden, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles, and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The State highway hereby laid out, the sections of City highway hereby laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Laid Out as a State Highway by the Department of Public Works Scale: 80 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of

Deeds for Hampden County, at Springfield.

Certain areas of land included in this taking are registered land and are shown as portions of Parcels 9-7, 9-17, 9-20 and 9-29 on the plan hereinbefore referred to, said land being registered in the Land Court at Boston and recorded in the Registered Land Division of the Registry of Deeds for Hampden County, at Springfield, as follows:

Included in parcel 9-7 is a portion of registered land described in Certificate #8581, standing in the name of Edward Beauregard and Ida Beauregard and recorded in Book 43, Page 141.

Included in parcel 9-17 is a portion of registered land described as Certificate #6493, standing in the name of Springfield Plumbing Supply Company and recorded in Book 33, Page 53, and a portion of registered land described in Certificate 11281 standing in the name of Springfield Redevelopment Authority and recorded in Book 57, Page 41.

Included in parcel 9-20 is a portion of registered land described in Certificate #10251, standing in the name of Angelo Giordano and Jean Giordano, and recorded in Book 52, Page 11, a parcel of registered land described in Certificate #6980 standing in the name of Adam F. Wiatrowski and recorded in Book 35, Page 140, and a parcel of registered land described in Certificate #11444 standing in the name of Springfield Redevelopment Authority and recorded in Book 58, Page 4.

Included in parcel 9-29 is a portion of registered land described in Certificate #5630, standing in the names of Christos Tapases,

1965

L.O. No. 5553

in Springfield

Page 16.

married to Antonia Tapases, and Angelo Tapases, married to Panagiota Tapases, and recorded in Book 28, Page 190.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
9-1	Commonwealth of Massachusetts	30,304 Sq. Ft.
9-2	Springfield Redevelopment Authority	143,247 Sq. Ft.
9-3	Commonwealth of Massachusetts	118,546 Sq. Ft.
9-5	Springfield Redevelopment Authority	114,440 Sq. Ft.
9-7	Springfield Redevelopment Authority	5,423 Sq. Ft.
9-9	Springfield Redevelopment Authority	10,663 Sq. Ft.
9-10	Springfield Redevelopment Authority	3,154 Sq. Ft.
9-11	Springfield Redevelopment Authority	18,615 Sq. Ft.
9-12	Springfield Redevelopment Authority	96,512 Sq. Ft.
9-13	Springfield Redevelopment Authority	102,079 Sq. Ft.
9-14	Springfield Redevelopment Authority	109,127 Sq. Ft.
9-15	Springfield Redevelopment Authority	116,303 Sq. Ft.
9-16	Commonwealth of Massachusetts	14,963 Sq. Ft.
9-17	Springfield Redevelopment Authority	13,228 Sq. Ft.
9-18	Springfield Redevelopment Authority	9,906 Sq. Ft.
9-19	Springfield Redevelopment Authority	3,915 Sq. Ft.
9-20	Springfield Redevelopment Authority	433,312 Sq. Ft.
9-21	Springfield Redevelopment Authority	53,593 Sq. Ft.
9-22	Springfield Redevelopment Authority	47,465 Sq. Ft.
9-23	Commonwealth of Massachusetts	5,500 Sq. Ft.
9-24	Commonwealth of Massachusetts	12, 1 Sq. Ft.
9-25	Springfield Redevelopment Authority	39,565 Sq. Ft.
9-26	Springfield Redevelopment Authority	56,902 Sq. Ft.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
9-27	Commonwealth of Massachusetts	17,602 Sq. Ft.
9-28	Springfield Redevelopment Authority	20,632 Sq. Ft.
9-29	Springfield Redevelopment Authority	13,250 Sq. Ft.
9-AT-1	Springfield Redevelopment Authority	
9-AT-2	Springfield Redevelopment Authority	
9-1-C	Springfield Redevelopment Authority	1,750 Sq. Ft.
9-2-C	Springfield Redevelopment Authority	522 Sq. Ft.
9-3-C	Springfield Redevelopment Authority	14,105 Sq. Ft.
9-4-C	Springfield Redevelopment Authority	9,813 Sq. Ft.
9-5-C	Commonwealth of Massachusetts	9,693 Sq. Ft.
9-6-C	Springfield Redevelopment Authority	2,454 Sq. Ft.
9-7-C	Springfield Redevelopment Authority	9,112 Sq. Ft.
9-10-C	Springfield Redevelopment Authority	1,936 Sq. Ft.

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

1965

L.O. No. 5553

in Springfield

Page 18.

It is also

Voted: That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out said sections of City way in accordance with said plan.

1965

Layout No. 5553

in Springfield

Page 19.

Dated at Boston this twenty-ninth day of December, 1965.

J. A. S.

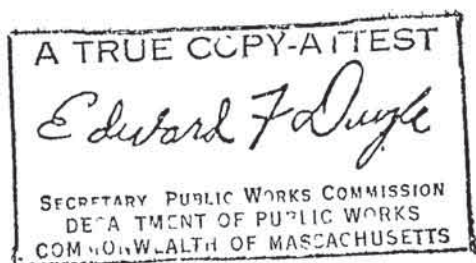
W. H. H. H. H. Department

S. R. Swift

Anthony A. Roselli of

R. S. Foster

John W. H. H. H. Public Works



1966

Springfield



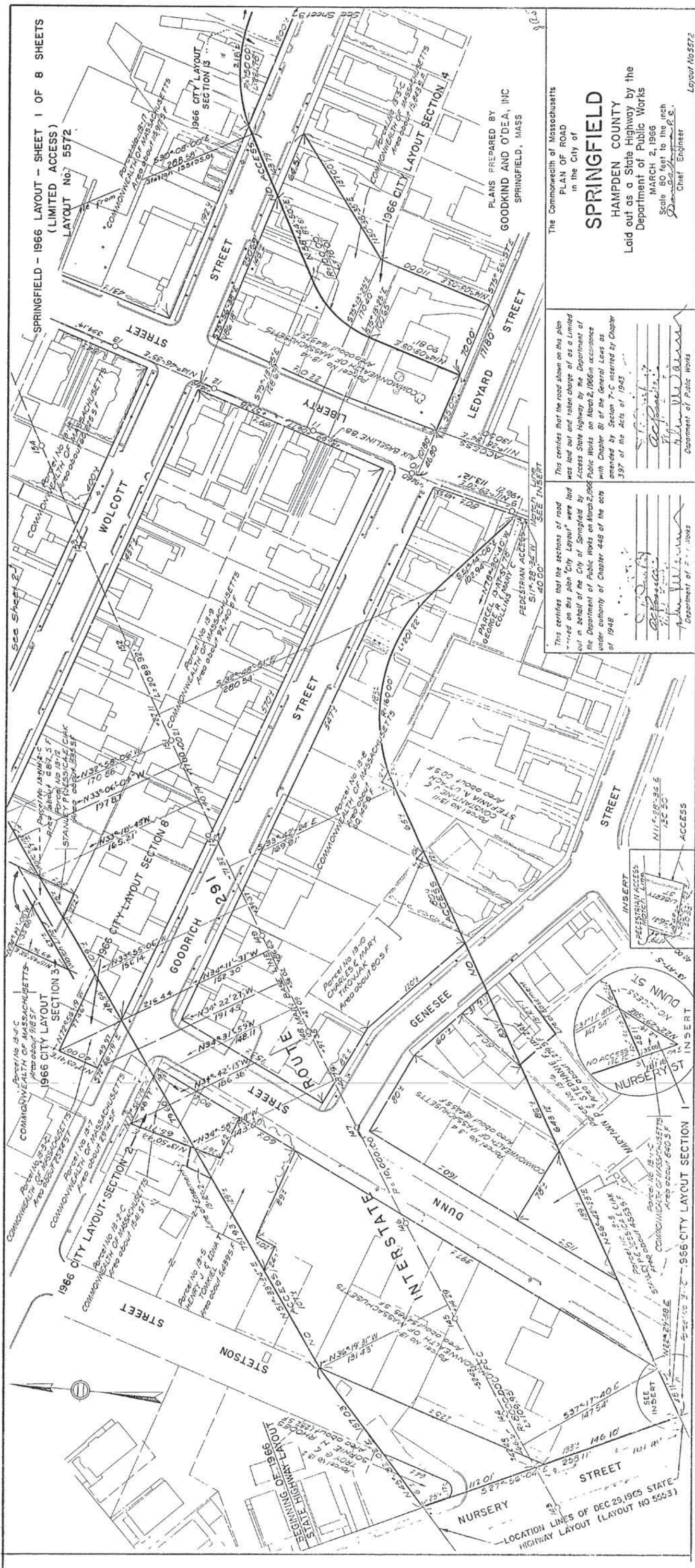
STATE HIGHWAY LAYOUT #5572
I-291, Nursery St. to St. James Ave.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 102 PAGES 55-62.

INDEXING

STATE HIGHWAY LAYOUT #5572

- Image Info SH67021 Springfield
- Image Info SH67021 I-291
- Image Info SH67021 Nursery Street
- Image Info SH67021 St. James Avenue



PLANS PREPARED BY
GOODKIND AND O'DEA, INC.
SPRINGFIELD, MASS

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of

SPRINGFIELD
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
MARCH 2, 1966
Scale 80 feet to the inch
Chief Engineer

This certifies that the road shown on this plan was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on March 2, 1966 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.

This certifies that the sections of road shown on this plan "City Layout" were laid out in behalf of the City of Springfield by the Department of Public Works on March 2, 1966 in accordance with Chapter 44B of the Acts of 1948.

Department of Public Works

A TRUE COPY-ATTEST
Edward F. Doyle
SEC. PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

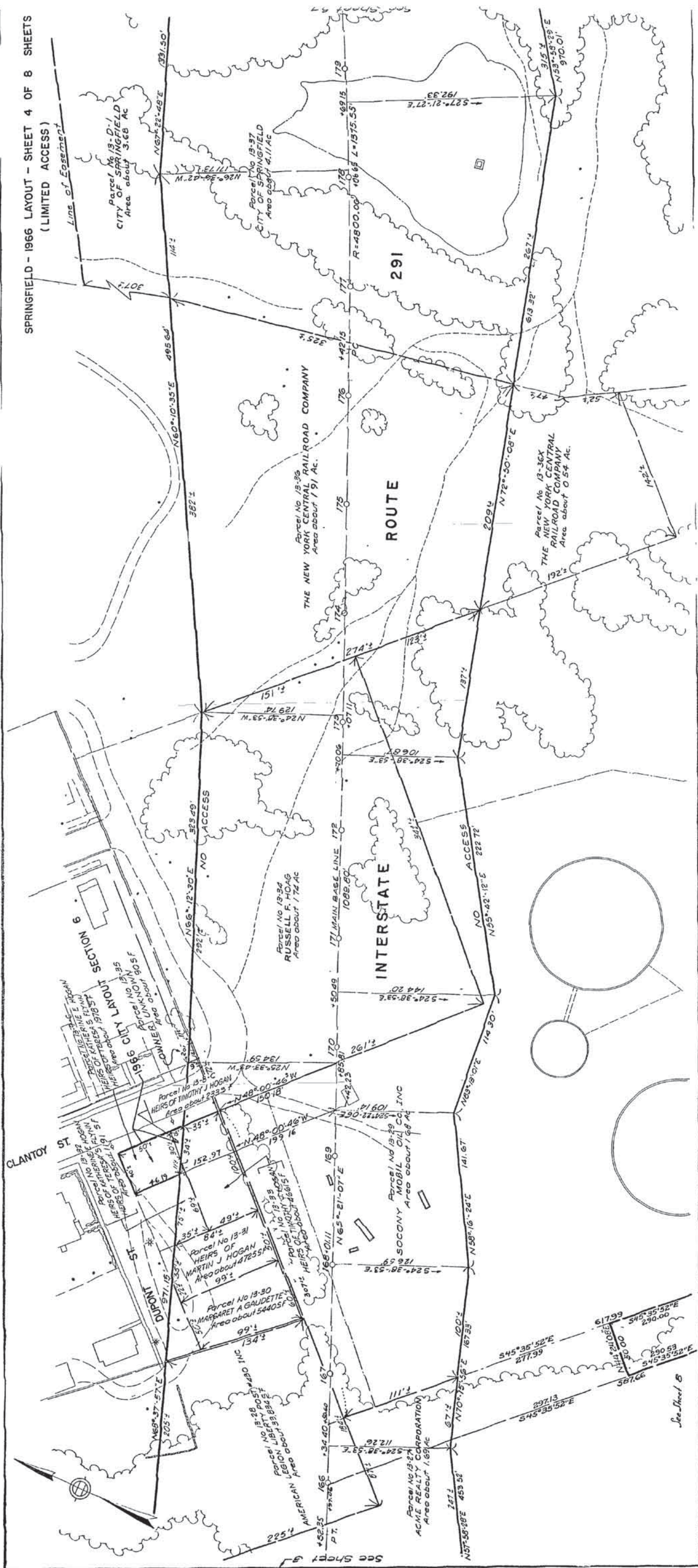
SPRINGFIELD - 1966 LAYOUT - SHEET 2 OF 8 SHEETS
(LIMITED ACCESS)



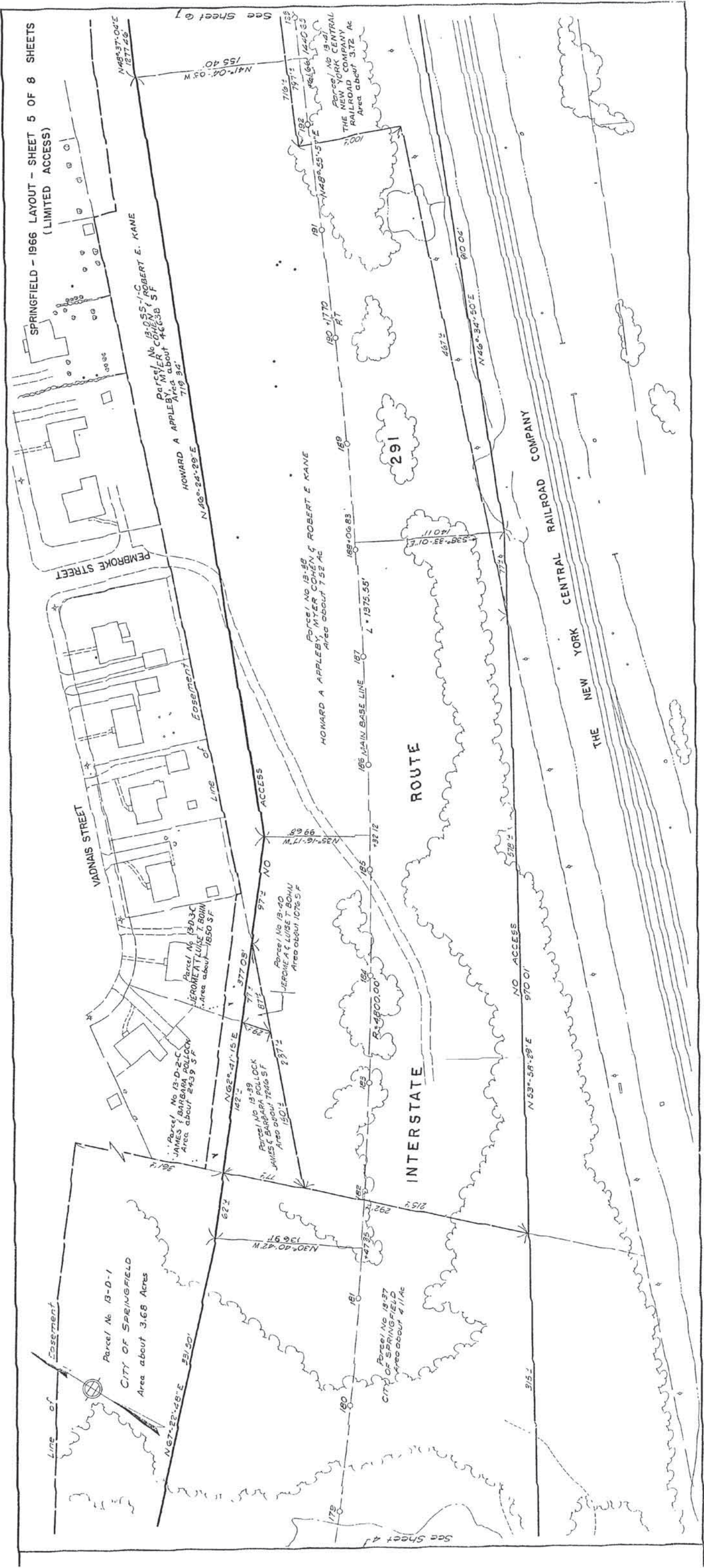
See Sheet 5

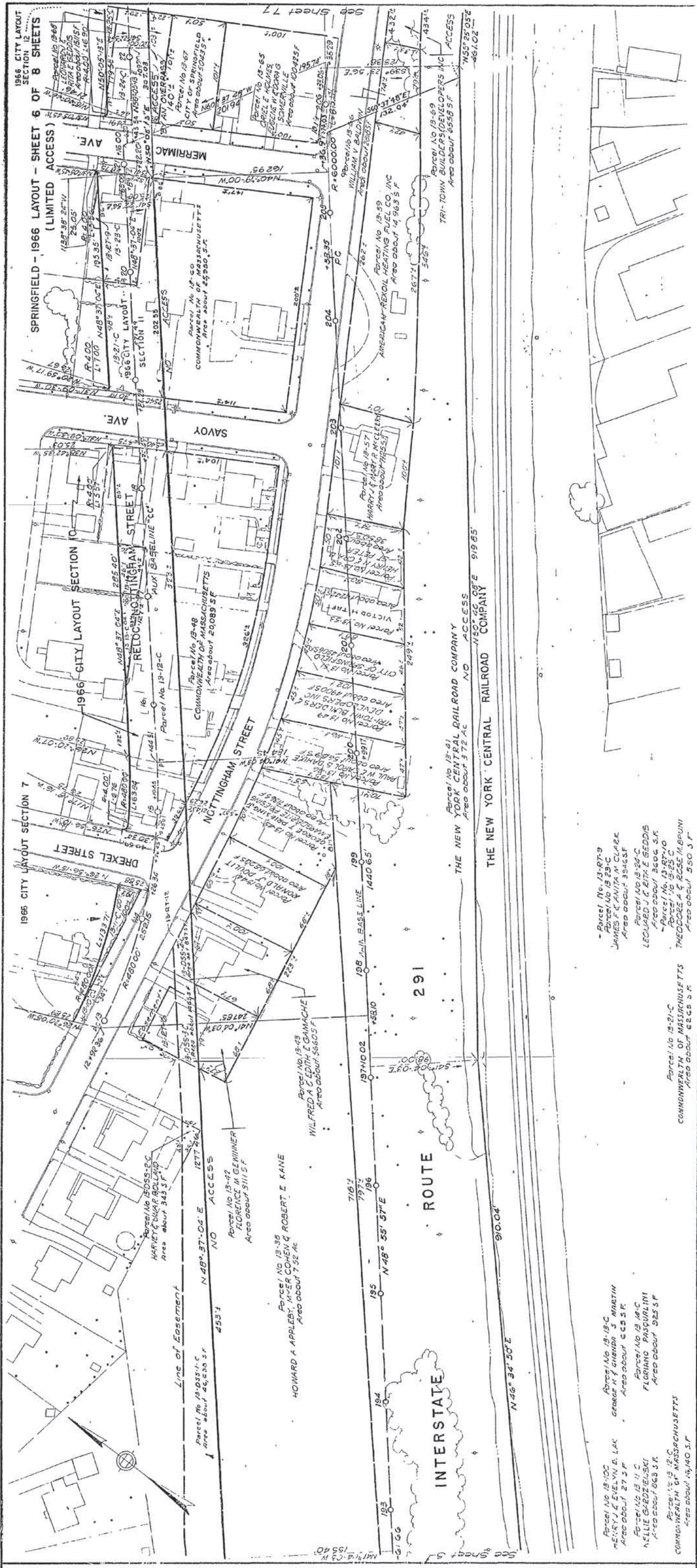


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SPRINGFIELD - 1966 LAYOUT - SHEET 5 OF 8 SHEETS
(LIMITED ACCESS)







THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 5572

And Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on June 1, 1960, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State Highway, a road in the City of Springfield, County of Hampden.

The layout consists of establishing a State Highway location on new location with limited access provisions, for a portion of Interstate Route 291, beginning at the northeasterly end of the December 29, 1965 State highway layout (L. O. 5553) and extending thence in a general northeasterly direction about 1.31 miles to the westerly street line of St. James Avenue between Porter Avenue and the New York Central Railroad; and is more fully described as follows:

The main baseline of location for the State Highway hereby laid out begins at a point on the main baseline of location of the aforesaid layout #5553, shown on plan as station 143+42.48 and extends thence, in part following said main baseline northeasterly by a curve to the right of 8000.00 feet radius 109.95 feet; thence by another curve to the right of 10,000.00 feet radius 2099.92 feet; thence N 65° 21' 07" East 1089.80 feet; thence by a curve to the left of 4800.00 feet radius 1375.55 feet; thence N 48° 55' 57" East 1440.65 feet; thence by a curve to the right of 6000.00 feet radius 815.17 feet to the point of ending thereof shown on plan as station 212+73.52.

The length of the State highway hereby laid out is about 6894 feet.

Auxiliary baseline "AA" on Armory Street begins at a point shown on plan as

Station 3, and extends thence S47° 59' 34" East 1089.60 feet; thence S 12°58'14" East 406.02 feet to the point of ending thereof shown on plan as Station 17+95.62.

NOTE: Station 12+27.50 of said auxiliary baseline "AA" is identical with Station 158+16.80 of the main baseline hereinbefore described.

Auxiliary baseline "BB" on Liberty Street begins at a point shown on plan as Station 8+56.41 and extends thence N 11°29'20" East 113.12 feet; thence N 14° 46' 35" East 394.14 feet; thence N 12° 55' 50" East 332.40 feet; thence N 1° 03' 04" West 323.16 feet to a point of ending, shown on plan as Station 20+19.23; then begins again at a point bearing N 88° 56' 56" East and 2.00 feet distant from said Station 20+19.23, said point being also shown on plan as Station 20+19.23, and extends thence N 1° 04' 14" West 480.77 feet to the point of ending thereof shown on plan as Station 25.

NOTE: Station 14+38.10 of said auxiliary baseline "BB" is identical with Station 155+56.58 of the main baseline hereinbefore described.

Station 17+25.46 of said auxiliary baseline "BB" is identical with Station 10+00.00 of auxiliary baseline "AA" hereinbefore described.

Auxiliary baseline "CC" for the relocation of Nottingham Street begins at a point shown on plan as Station 12+92.36, said point bearing N 41°04'03" West and being 247.85 feet distant from Station 197+58.10 of the main baseline hereinbefore described, and extends thence northeasterly by a curve to the left of 480.00 feet radius 252.15 feet; thence N 48° 37' 04" East 571.49 feet; thence S 60° 37' 48" east 6.20 feet; thence N 50° 05' 13" East 251.80 feet to the point of ending thereof shown on plan as Station 23+74.00, said point bearing N 30° 19' 37" West and being 189.11 feet distant from Station 207+89.40 of said main baseline.

Auxiliary baseline "DD" on St. James Avenue begins at a point shown on plan as Station 20+00.00, and said Station being identical with Station 212+73.52 of the main baseline hereinbefore described, and extends thence N 2° 57' 34" East 400.00 feet to the point of ending thereof shown on plan as Station 24.

The northwesterly location line of the State highway hereby laid out begins at the point of ending of the northwesterly location line of the December 29, 1965 State highway layout (L. O. #5553) said point bearing N 27° 56' 04" West and being 112.01 feet distant from Station 143+42.48 of the main baseline hereinbefore described, and extends thence N 45° 32' 02" East 157.03 feet to a point bearing N 36° 19' 31" West and 131.43 feet distant from Station 145+14.29 of said main baseline; thence N 51° 33' 34" East 751.93 feet to a point bearing N 32° 05' 43" West and 186.93 feet distant from Station 152+52.58 of said main baseline; thence by a curve to the left of 360.00 feet radius 376.70 feet to a point bearing N 30° 29' 56" West and 404.06 feet distant from Station 155+31.21 of said main baseline; thence N 8° 23' 39" West 8.77 feet to a point bearing N 30° 28' 50" West and 412.18 feet distant from Station 155+34.38 of said main baseline; thence by a curve to the left of 632.00 feet radius 315.03 feet to a point bearing S 42° 00' 26" West and 10.80 feet distant from Station 4+63.82 of Auxiliary baseline "AA" hereinbefore described; thence by another curve to the left of 15.00 feet radius 29.01 feet to a point on the existing southeasterly street line of Stafford Street, said point bearing S 32° 15' 10" West and being 28.48 feet distant from Station 4+41.34 of said auxiliary baseline "AA"; thence following said street line S 32° 15' 10" West 6.00 feet to a point bearing S 32° 15' 10" West and 34.48 feet distant from said Station 4+41.34; thence N 57° 44' 50" West 50.00 feet to a point on the existing northwesterly street line of Stafford Street, said point bearing S 32° 15' 10" West and being 43.08 feet distant from Station 3+90.60 of said auxiliary baseline "AA"; thence following said street line N 32° 15' 10" East 8.36 feet to a point bearing S 32° 15' 10" West and 34.72 feet distant from said Station 3+90.60; thence leaving said street line by a curve to the left of 40.00 feet radius 56.01 feet to a point on the existing southwesterly street line of Armory Street, said point bearing S 42° 00' 26" West and being 1.00 feet distant from Station 3+57.07 of said auxiliary baseline "AA"; thence following said street line N 47° 59' 34" West 21.00 feet to a point bearing S 10° 37' 30" West and 1.17

... feet distant from Station 3+35.46 of said auxiliary baseline "AA"; thence crossing Armory Street N 10° 37' 30" East 53.88 feet to a point of ending on the location line of the April 7, 1965 State Highway Layout (L. O. #5483), said point bearing N 10° 37' 30" East and being 52.71 feet distant from said Station 3+35.46; and beginning again at a point on said location line bearing S 88° 55' 46" West and 2.00 feet distant from Station 24+88.00 of auxiliary baseline "BB" hereinbefore described and extending thence leaving said 1965 location line and crossing Liberty Street S 47° 27' 49" East 68.15 feet to a point on the existing easterly street line thereof, said point bearing N 88° 55' 46" East and being 47.35 feet distant from Station 24+41.00 of said auxiliary baseline "BB"; thence following said street line S 1° 04' 14" East 247.70 feet to a point bearing N 88° 55' 46" East and 47.35 feet distant from Station 21+93.30 of said auxiliary baseline "BB"; thence 31° 03' 04" East 447.70 feet to a point marking the junction of said street line of Liberty Street and the existing northeasterly street line of Armory Street, said point bearing N 88° 56' 56" East and being 49.29 feet distant from Station 17+45.62 of said auxiliary baseline "BB"; thence following said street line of Armory Street S 47° 59' 34" East 55.85 feet to a point bearing N 42° 00' 26" East and 48.38 feet distant from Station 10+78.10 of said auxiliary baseline "AA"; thence leaving said street line N 49° 17' 46" East 220.00 feet to a point bearing N 27° 40' 18" West and 204.35 feet distant from Station 160+24.63 of the aforesaid main baseline; thence N 68° 37' 57" East 971.15 feet to a point bearing N 25° 33' 43" West and 134.59 feet distant from Station 169+85.81 of said main baseline; thence N 66° 12' 30" East 323.49 feet to a point bearing N 24° 38' 53" West and 129.74 feet distant from Station 173+07.11 of said main baseline; thence N 60° 10' 35" East 495.64 feet to a point bearing N 26° 36' 42" West and 171.73 feet distant from Station 178+06.65 of said main baseline; thence N 67° 22' 48" East 331.50 feet to a point bearing N. 30° 40' 42" West and 136.91 feet distant from Station 181+47.35 of said main baseline; thence N 62° 41' 15" East 377.03 feet to a point bearing N 35° 16' 17" West and 99.68 feet distant from Station 185+32.12 of said main baseline; thence N 46° 24' 29" East 719.34 feet to a point bearing

... N 41° 04' 03" West and 155.40 feet distant from Station 192+61.66 of said main baseline; thence N 48° 37' 04" East 1277.46 feet to a point bearing N 40° 19' 00" West and 162.95 feet distant from Station 205+36.97 of said main baseline; thence N 50° 05' 13" East 307.03 feet to a point bearing N 37° 27' 49" West and 168.43 feet distant from Station 208+35.74 of said main base line; thence N 52° 26' 58" East, 447.82 feet to a point bearing N 33° 18' 42" West and 185.34 feet distant from Station 212+70.52 of said main base line; thence, by a curve to the left of 160.00 feet radius, 138.20 feet to a point bearing N 55° 23' 35" West and 65.78 feet distant from Station 22+34.78 of auxiliary base line "DD" hereinbefore described; thence S 55° 23' 35" East 32.74 feet to a point at the end of the layout on the existing westerly street line of St. James Avenue, said point bearing N 55° 23' 35" West and being 33.04 feet distant from said Station 22+34.78.

The southeasterly location line of the State highway hereby laid out begins at the point of ending of the southeasterly location line of the December 29, 1965 State highway layout (Layout #5553), said point bearing S 27° 56' 04" East, and being 146.10 feet distant from Station 154+42.48 of the main base line hereinbefore described, and extends thence N 56° 42' 23" East, 643.12 feet to a point bearing S 33° 42' 24" East and 169.91 feet distant from Station 149+71.32 of said main base line; thence, by a curve to the right of 160.00 feet radius, 201.22 feet to a point bearing S 32° 48' 51" East and 280.54 feet distant from Station 151+27.11 of said main base line; thence S 51° 14' 08" East 102.94 feet to a point on the existing westerly street line of Liberty Street, said point bearing N 78° 30' 40" West and being 1.78 feet distant from Station 8+96.21 of auxiliary base line "BB" hereinbefore described; thence following said street line S 11° 28' 34" West 40.00 feet to a point bearing N 85° 05' 03" West and 1.79 feet distant from Station 8+56.41 of said auxiliary base line "BB"; thence, S 85° 05' 03" East 50.33 feet to a point on the existing easterly street line of Liberty Street, said point bearing S 85° 05' 03" East and being 48.54 feet distant from said Station 8+56.41; thence following said

..easterly street line N 11° 28' 34" East, 130.50 feet to a point on the existing northerly street line of Ledyard Street; said point bearing S 75° 56' 57" East and being 46.80 feet distant from Station 9+94.60 of said auxiliary base line "BB"; thence following said street line S 75° 56' 57" East, 55.00 feet to a point bearing S 75° 56' 57" East and 101.80 feet distant from said station 9+94.60; thence, leaving said street line N 14° 03' 03" East, 90.81 feet to a point bearing S 75° 13' 25" East and 100.65 feet distant from station 10+86.69 of said auxiliary base line "BB"; thence, by a curve to the right of 100.00 feet radius, 78.01 feet to a point bearing S 75° 13' 25" East and 128.67 feet distant from station 11+57.38 of said auxiliary base line "BB"; thence N 58° 44' 50" East, 143.79 feet to a point bearing S 30° 08' 00" East and 288.58 feet distant from station 155+95.01 of the aforesaid main base line; thence by a curve to the right of 150.00 feet radius, 221.78 feet to a point bearing S 77° 01' 46" West and 35.95 feet distant from station 16+78.12 of auxiliary base line "AA" hereinbefore described; thence, S 36° 32' 17" E, 84.94 feet to a point on the existing westerly street line of Armory Street, said point bearing S 77° 01' 46" West and being 1.99 feet distant from station 17+55.97 of said auxiliary base line "AA"; thence, following said street line S 13° 00' 31" East 40.00 feet to a point bearing S 66° 47' 16" West and 1.99 feet distant from station 17+95.62 of said auxiliary base line "AA"; thence N 66° 47' 16" East 50.80 feet to a point on the existing easterly street line of Armory Street, said point bearing N 66° 47' 16" East and being 48.81 feet distant from said station 17+95.62; thence, following said street line N 13° 00' 31" West 192.54 feet to a point bearing N 77° 01' 46" East and 47.90 feet distant from station 15+94.40 of said auxiliary base line "AA"; thence, leaving said street line N 20° 56' 19" East 164.94 feet to a point bearing S 27° 52' 05" East and 255.31 feet distant from station 159+90.34 of the aforesaid main base line; thence N 15° 01' 31" East, 98.36 feet to a point bearing S 27° 28' 39" East and 183.02 feet distant from station 160+58.53 of said main base line; thence N 43° 32' 31" East, 97.26 feet to a point bearing S 26° 56' 33" East and 150.96 feet distant from Station 161+51.92 of said main base line; thence N 57° 25' 33" East, 21.36 feet to a point

... bearing S $26^{\circ} 49' 08''$ East and 148.84 feet distant from station 161+73.49 of said main base line; thence, S $45^{\circ} 00' 00''$ East, 15.56 feet to a point bearing S $26^{\circ} 47' 26''$ East and 163.62 feet distant from station 161+78.43 of said main base line; thence N $57^{\circ} 58' 28''$ East, 453.52 feet to a point bearing S $24^{\circ} 38' 53''$ East and 112.26 feet distant from station 166+34.40 of said main base line; thence N $70^{\circ} 15' 56''$ East 167.33 feet to a point bearing S $24^{\circ} 38' 53''$ East and 126.59 feet distant from station 168+01.11 of said main base line; thence N $58^{\circ} 16' 24''$ East, 141.67 feet to a point bearing S $24^{\circ} 22' 06''$ East and 109.14 feet distant from station 169+42.23 of said main base line; thence N $83^{\circ} 13' 01''$ East, 114.30 feet to a point bearing S $24^{\circ} 38' 53''$ East and 144.20 feet distant from station 170+50.49 of said main base line; thence N $55^{\circ} 42' 12''$ East, 222.72 feet to a point bearing S. $24^{\circ} 38' 53''$ East and 106.87 feet distant from station 172+70.06 of said main base line; thence N $72^{\circ} 50' 08''$ East 613.32 feet to a point bearing S $27^{\circ} 21' 27''$ East and 192.33 feet distant from station 178+69.15 of said main base line; thence N $53^{\circ} 58' 29''$ East, 970.01 feet to a point bearing S $38^{\circ} 33' 01''$ East and 140.11 feet distant from station 188+06.83 of said main base line; thence N $46^{\circ} 34' 50''$ East, 910.04 feet to a point bearing S $41^{\circ} 04' 03''$ East and 98.00 feet distant from station 197+10.02 of said main base line; thence, N $50^{\circ} 40' 08''$ East, 919.85 feet to a point bearing S $39^{\circ} 23' 56''$ East and 123.38 feet distant from station 206+33.06 of said main base line; thence, N $55^{\circ} 25' 05''$ East, 461.02 feet to a point at the end of the layout on the existing westerly street line of St. James Avenue, said point bearing S $34^{\circ} 53' 59''$ East, and being 144.05 feet distant from station 211+04.23 of said main base line.

The northeasterly end of the State highway hereby laid out is defined by a line beginning at the point of ending of the northwesterly location line hereinbefore described and extending thence, in part following the existing westerly street line of St. James Avenue S $3^{\circ} 15' 38''$ West, 330.94 feet; thence by a curve to the right of 590.32 feet radius 138.25 feet to the point of ending of the southeasterly location line hereinbefore described.

The location lines of the State highway hereby laid out are to be further de -

...fined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof.

The right of access to and egress from the State highway location is limited, being allowed across the location lines thereof hereinbefore described, only as follows:

1. Free access to and egress from said location is allowed:
 - (a) across the line defining the northeasterly end thereof for its entire length;
 - (b) at Stafford Street, across the northwesterly location line between the limits of said street;
 - (c) at Armory Street, across the northwesterly location line between the limits of said street;
 - (d) at Liberty Street, across the northwesterly location line between the limits of said street;
 - (e) across the northwesterly location line between points thereon opposite and easterly from Stations 18+56.60 and 18+96.60 of auxiliary baseline "BB" hereinbefore described
 - (f) across the northwesterly location line between points thereon opposite Stations 20+65.00 and 22+09.20 of auxiliary baseline "CC" hereinbefore described;
 - (g) across the northwesterly location line between points thereon bearing N 55° 23' 35" West and 65.78 feet and 33.04 feet distant respectively from Station 22+34.78 of auxiliary baseline "DD" hereinbefore described;
 - (h) at Liberty Street across the southeasterly location line between a point thereon bearing N 85° 05' 03" West and 1.79 feet distant from station 8+56.41 of auxiliary baseline "BB" hereinbefore described, and a point thereon bearing S 75° 56' 57" East and 46.80 feet distant from station 9+94.60 of said auxiliary baseline "BB".
 - (i) at Armory Street across the southeasterly location line between the limits of said street;

- (j) across the southeasterly location line between a point thereon bearing S 60° 37' 48" East and 132.04 feet distant from Station 205+74.03 of the main baseline hereinbefore described, and a point thereon bearing S 60° 37' 48" East and 144.61 feet distant from Station 207+24.39 of said main baseline.
2. Access to and egress from said location is allowed for pedestrian purposes only:
- (a) across the northwesterly location line between points thereon opposite stations 23+86.00 and 24+06.00 of auxiliary baseline "BB" hereinbefore described;
- (b) at Liberty Street, across the southeasterly location line between a point thereon bearing N 78° 30' 20" West and 1.78 feet distant from station 8+96.21 of auxiliary baseline "BB" hereinbefore described, and a point thereon bearing N 85° 05' 03" West and 1.79 feet distant from station 8+56.41 of said auxiliary baseline "BB".
- (c) at Armory Street, across the southeasterly location line between a point thereon, opposite and about 5 feet distant westerly from about station 17+46 of auxiliary baseline "AA" hereinbefore described, and a point thereon bearing S 66° 47' 16" West and 1.99 feet distant from station 17+95.62 of said auxiliary baseline "AA".

The above described access-egress items are shown on the plan hereinafter referred to.

In connection with the layout cut of the State highway hereinbefore described, it is necessary to lay out thirteen sections of highway on behalf of the City of Springfield, and said sections of highway are hereby so laid out under the provisions of Chapter 448 of the Acts of 1948 and are described as follows:

Section No. 1

The first section of highway hereby laid out on behalf of the City of Springfield establishes a location for a cul-de-sac at the intersection of Nursery and Dunn Streets and is bounded by the southeasterly location of the State highway hereinbefore described by the existing northeasterly street line of Nursery Street and by the existing westerly street line of Dunn Street.

Section No. 2

The second section of highway hereby laid out on behalf of the City of Springfield establishes a location for the widening of a portion of Goodrich Street on the southerly side thereof, and is bounded by the existing southerly street line of said street, by the northwesterly location line of the State highway hereinbefore described, and by the line described as follows:

Beginning at a point on said location line bearing N 34° 58' 54" West and 143.00 feet distant from station 147+48.79 of the main baseline hereinbefore described and extending thence leaving said location line N 13° 50' 44" East 65.71 feet to the point of ending thereof on the aforesaid street line of Goodrich Street, said point bearing N 34° 42' 13" West and being 186.38 feet distant from station 147+97.35 of said main baseline.

Section No. 3

The third section of highway hereby laid out on behalf of the City of Springfield establishes a location for the widening of a portion of Wolcott Street on the southerly side thereof, and so bounded by the existing southerly street line of said street, by the northwesterly location line of the State highway hereinbefore described, and by the line described as follows:

Beginning at a point on said location line bearing N 33° 18' 45" West and 165.21 feet distant from station 150+40.14 of the main baseline hereinbefore described, and extending thence, leaving said location line N 15° 45' 52" East 49.76 feet to the point of ending thereof on the aforesaid street line of Wolcott Street; said point bearing N 33° 06' 04" West and being 197.87 feet distant from

Section No. 3 (con't)

...station 150+77.00 of said main baseline.

Section No. 4

The fourth section of highway hereby laid out on behalf of the City of Springfield establishes a location for a connection from Ledyard Street to Wolcott Street, and is bounded by the existing northerly street line of Ledyard Street, by the southeasterly location line of the State highway hereinbefore described, by the Existing southerly street line of Wolcott Street and by the line described as follows:

Beginning at a point on the aforesaid street line of Ledyard Street, bearing S 75° 56' 57" East and 171.80 feet distant from station 9+94.60 of auxiliary baseline "BB" hereinbefore described and extending thence leaving said street line N 14° 03' 03" East 110.00 feet to a point bearing S 75° 13' 25" East and 170.40 feet distant from station 11+06.77 of said auxiliary baseline "BB"; thence N 50° 38' 35" East 137.00 feet to the point of ending thereof on the aforesaid street line of Wolcott St., said point bearing S 75° 56' 38" East and being 250.69 feet distant from station 12+14.64 of said auxiliary baseline "BB".

Section No. 5

The fifth section of highway hereby laid out on behalf of the City of Springfield establishes a location for the widening of a portion of Leslie Street on the northerly side thereof, and is bounded by the existing northerly street line of said street, by the northwesterly location line of the State highway hereinbefore described and by the line described as follows:

Beginning at a point on said street line bearing N 31° 18' 43" West and 263.41 feet distant from station 153+69.29 of the main baseline hereinbefore described and extending thence leaving said street line N 15° 56' 22" East 34.00 feet to a point bearing N 31° 10' 23" West and 291.52 feet distant from station 154+13.55 of said main baseline; thence S 74° 03' 38"

..East 32.94 feet to the point of ending thereof on the aforesaid State Highway location line, said point bearing N 31° 02' 52" West and being 267.41 feet distant from station 15+35.28 of said main baseline.

Section No. 6

The sixth section of highway hereby laid out on behalf of the City of Springfield establishes a location for a cul-de-sac at the intersection of Dupont and Clantoy Streets and is bounded by the existing southeasterly street line of Dupont Street by the existing southwesterly street line of Clantoy Street by the northwesterly location line of the State highway hereinbefore described and by the line described as follows:

Beginning at a point on said State highway location line said point bearing N 48° 00' 46" West and being 152.97 feet distant from Station 169+42.23 of the main baseline hereinbefore described, and extending thence leaving said location line N 48° 00' 46" West 46.19 feet to the point of ending thereof on said street line of Dupont Street, said point bearing N 48° 00' 46" West and being 199.16 feet distant from said station 169+42.23.

Section No. 7

The seventh section of highway hereby laid out on behalf of the City of Springfield establishes a location for the widening of a portion of Nottingham Street, at the junction therewith of Drexel Street and is bounded by the existing northerly street line of Nottingham Street, by the existing southwesterly street line of Drexel Street and by the line described as follows:

Beginning at a point on said street line of Nottingham Street and said point bearing N 26° 20' 08" West and being 25.89 feet distant from station 12+92.36 of auxiliary baseline "CC" hereinbefore described, and extending thence leaving said street line northeasterly by a curve to the left of 480.00 feet radius 133.71 feet to the point of ending thereof on the aforesaid street line of Drexel Street, said point bearing N 26° 56' 15" West and being 25.88 feet distant from station 14+26.34 of said auxiliary base line "CC".

Section No. 8

The eighth section of highway hereby laid out on behalf of the City of Springfield establishes a location for the widening of a portion of Goodrich Street on the northerly side thereof and is bounded by the existing northerly street line of Goodrich Street, by the northwesterly location line of the State highway hereinbefore described, and by the line described as follows:

Beginning at a point on said street line bearing N 34° 22' 27" West and 191.45 feet distant from station 148+56.02 of the main baseline hereinbefore described and extending thence leaving said street line N 17° 03' 41" East 40.00 feet to a point bearing N 34° 11' 31" West and 216.44 feet distant from station 148+86.63 of said main baseline; thence S 72° 56' 19" East 77.46 feet to the point of ending thereof on the aforesaid State highway location line, said point bearing N 33° 55' 06" West and being 156.14 feet distant from station 149+34.37 of said main baseline.

Section No. 9

The ninth section of highway hereby laid out on behalf of the City of Springfield establishes a location for the widening of a portion of St. James Avenue at its junction with Porter Ave., and is bounded by the existing southerly street line of Porter Ave., by the existing westerly street line of St. James Avenue, by the northwesterly location line of the State highway hereinbefore described and by the line described as follows:

Beginning at a point on said State highway location line, bearing N 55° 23' 35" West and 65.78 feet distant from station 22+34.78 of auxiliary baseline "DD" hereinbefore described and extending thence, leaving said location line N 2° 57' 34" East, 47.50 feet to the point of ending thereof on the aforesaid street line of Porter Ave., said point bearing N 87° 02' 26" West and being 56.00 feet distant from station 23+16.84 of auxiliary baseline "DD" hereinbefore described.

Section No. 10

The tenth section of highway hereby laid out on behalf of the City of Springfield establishes a location for a connection from Drexel Street to Savoy Avenue and is bounded by the existing northeasterly street line of Drexel Street, the existing northerly street line of Nottingham Street, the existing southwesterly street line of Savoy Avenue, the northwesterly location line of the State highway hereinbefore described and by the line described as follows:

Beginning at a point on the aforesaid street line of Drexel Street, bearing N 26° 56' 15" West and 30.34 feet distant from station 14+76.45 of auxiliary baseline "CC" hereinbefore described and extending thence leaving said street line southeasterly to easterly by a curve to the left of 4.00 feet radius 6.76 feet to a point bearing N 17° 18' 16" West and 26.75 feet distant from said station 14+76.45; thence northeasterly by a curve to the left of 480.00 feet radius 63.84 feet to a point bearing N 26° 20' 07" West and 25.89 feet distant from station 15+44.51 of said auxiliary baseline "CC"; thence N 48° 37' 04" East 285.40 feet to a point bearing N 38° 42' 35" West and 25.03 feet distant from station 18+35.47 of said auxiliary baseline "CC"; thence by a curve to the left of 4.00 feet radius 5.57 feet to the point of ending thereof on the aforesaid street line of Savoy Avenue said point bearing N 31° 09' 30" West and being 28.75 feet distant from said station 18+35.47.

Section No. 11

The eleventh section of highway hereby laid out on behalf of the City of Springfield establishes a location for a connection from Savoy Avenue to Merrimac Avenue and is bounded by the existing northeasterly street line of Savoy Avenue, the existing southwesterly street line of Merrimac Avenue, the northwesterly location line of the State highway hereinbefore described and by the line described as follows:

Beginning at a point on the aforesaid street line of Savoy Avenue, bearing N 31° 09' 30" West and 30.19 feet distant from station 18+86.28 of auxiliary baseline "CC" hereinbefore described and extending thence leaving said street line southeasterly to easterly by a curve to the left of 4.00 feet radius 7.00 feet to a point bearing N 20° 59' 17" West and 26.67 feet distant from said

...station 18+86.28; thence N 48° 37' 04" East 195.35 feet to a point bearing N 38° 38' 24" West and 25.05 feet distant from station 20+89.72 of said auxiliary baseline "CC", thence by a curve to the left of 4.00 feet radius 5.56 feet to the point of ending thereof on the aforesaid street line of Merrimac Avenue, said point bearing N 31° 05' 45" West and being 28.75 feet distant from said station 20+89.72.

Section No. 12

The twelfth section of highway hereby laid out on behalf of the City of Springfield establishes a location for a connection from Merrimac Avenue to Lehigh Street and is bounded by the existing northeasterly street line of Merrimac Avenue, the existing southwesterly street line of Lehigh Street, the northwesterly location line of the State highway hereinbefore described and by the line described as follows:

Beginning at a point on said street line of Merrimac Avenue bearing N 31° 05' 45" West and 24.91 feet distant from station 21+43.54 of auxiliary baseline "CC" hereinbefore described, and extending thence leaving said street line southeasterly to easterly by a curve to the left of 4.00 feet radius 6.90 feet to a point bearing N 18° 40' 46" West and 21.46 feet distant from said station 21+43.54; thence N 50° 05' 13" East 179.58 feet to a point bearing N 38° 39' 53" West and 20.00 feet distant from station 23+30.46 of said auxiliary baseline "cc"; thence by a curve to the left of 25.00 feet radius 35.09 feet to the point of ending thereof on the aforesaid street line of Lehigh Street; said point bearing N 30° 19' 37" West and 41.41 feet distant from station 23+48.65 of said auxiliary baseline "CC".

Section No. 13

The thirteenth section of highway hereby laid out on behalf of the City of Springfield establishes a location for the widening of a portion of Wolcott Street on the northerly side thereof and is bounded by the existing northerly street line of Wolcott Street and the southeasterly location line of the State highway hereinbefore described

The location lines of the sections of highway hereby laid out on behalf of the City of Springfield are to be further defined by bounds set thereon at angle points

... points of curvature and at the points of beginning and ending thereof.

Upon completion of the construction of the State highway within the limits of the layout hereinbefore described, and the acceptance, thereof, by the Department of Public Works, the control and maintenance of the roadways of Liberty Street and Armory Street and of the overpass from Merrimac Avenue to St. James Avenue, as existing, altered or established by said construction and lying within the limits of said State highway location, shall revert to the City of Springfield.

Easements are hereby taken in the parcels of land hereinafter described as Parcels 13-R-1 and 13-R-2. Said easements are hereby taken under the provisions of Chapter 448 of the Acts of 1948 in behalf of owners of land whose rights of access thereto and egress therefrom would otherwise become in-operative due to the limited access provisions of the State highway hereinbefore described. Said easements consist of the right to enter upon said land at any time, and to construct thereon and to maintain and use a roadway and necessary utilities.

PARCEL 13-R-1

A parcel of land, supposed to be owned by Acme Realty Corporation, the aforementioned rights therein being hereby taken in behalf of Socony Mobil Oil Company, Inc., located on the southeasterly side of the State highway location hereinbefore described and bounded by a line beginning at a point bearing S 45° 35' 52" East and 297.13 feet distant from station 165+97.06 of the main baseline hereinbefore described; and extending thence S 45° 35' 52" East 290.53 feet; thence N 43° 47' 24" East 50.00 feet; in part following the dividing line between land now or formerly of Acme Realty Corporation and land, now or formerly of Socony Mobil Oil Company, Inc., thence N 45° 35' 52" West 290.00 feet to a point bearing S 45° 35' 52" East and 277.99 feet distant from station 166+50.60 of said main baseline; thence S 44° 24' 08" West, 50.00 feet to the point of beginning; said parcel containing about 14,500 square feet.

PARCEL 13-R-2

A parcel of land of an Owner Unknown, the aforesaid rights therein being hereby taken in behalf of Socony Mobil Oil Company, Inc., located off the southeasterly side of the State highway location hereinbefore described and on the northeasterly end of Napier Street, so called, and is bounded by a line described as follows:

Beginning at a point on the existing northwesterly street line of said Napier Street bearing S 31° 40' 03" East and 624.06 feet distant from station 165+52.36 of the main baseline hereinbefore described, and extends thence, leaving said street line S 46° 12' 36" East, 50.00 feet to a point bearing S 32° 44' 13" East and 672.57 feet distant from said station 165+52.36; thence N 43° 47' 24" East, 241.47 feet to a point bearing S 45° 35' 52" East and 617.99 feet distant from station 166+50.60 of said main baseline; thence N 45° 35' 52" West 50.00 feet; thence, in part following the line defining the southeasterly end of Parcel 13-R-1 hereinbefore described S 43° 47' 24" West, 242.00 feet to the point of beginning; said parcel containing about 12,100 square feet.

An easement is hereby taken in a parcel of land hereinafter described as Parcel 13-D-1, for the purpose of constructing a detention basin. Said easement consists of the right to enter upon said land at any time to construct thereon and to maintain and use said detention basin and necessary appurtenances thereto.

PARCEL 13-D-1

A parcel of land supposed to be owned by the City of Springfield located on the northerly side of the State highway location hereinbefore described bounded by the northwesterly location line thereof and by the line connecting the following points: Opposite about station 176+90 of the main base line hereinbefore described, and on said location line; ...opposite about station 177+45 of said main base line and about 307 feet from said location line; ...opposite station 182+80 of said main baseline and about 361 feet from said location line, and about opposite station 182+10 of said main baseline and on said location line; containing about 3.68 acres.

Easements are hereby taken on behalf of the City of Springfield in the parcels of land hereinafter described as Parcels 13-D-2-C and 13-D-3-C for the purpose of relocating a portion of a storm sewer. Said easements consist of the right to enter upon said land at any time to construct thereon and to maintain and use a storm sewer and necessary appurtenances thereto.

PARCEL 13-D-2-C

A parcel of land supposed to be owned by James & Barbara Pollack, adjoining the northwesterly location line of the State highway hereinbefore described; bounded by said location line and by the line connecting the following points:

Opposite about station 182+10 of the main base line hereinbefore described on said location line; opposite about station 182+12 of said main base line and about 18 feet from said location line; opposite about station 183+60 of said main base line and about 18 feet from said location line, and opposite about station 183+55 of said main base line and on said location line; containing about 2,439 square feet.

PARCEL 13-D-3-C

A parcel of land supposed to be owned by Jerome A. & Luise T. Bohn, adjoining the northwesterly location line of the State highway hereinbefore described; bounded by said location line and by the line connecting the following points:

Opposite about station 183+55 of said main base line and on said location line; opposite about station 183+60 of said main base line and about 18 feet from said location line; opposite about station 184+80 of said main base line and about 20 feet from said location line; opposite about said station 184+80 and about 15 feet from said location line, and opposite about station 184+34 of said main base line, and on said location line; containing about 1,850 square feet.

Easements are hereby taken on behalf of the City of Springfield in the parcels of land hereinafter described as Parcels 13-WM-2-C and 13-WM-4-C, for the purpose of relocating portions of water mains. Said easements consist of the right to enter upon said land at any time to construct thereon and to maintain and use said water main and necessary appurtenances thereto.

PARCEL 13-WM-2-C

A parcel of land supposed to be owned by Stanley P. and Jessica E. Ciak, bounded by the northwesterly location line of the State highway hereinbefore described, by the location line of the third section of City highway hereinbefore described and by the line connecting the following points:

Opposite about station 149+95 of the main base line hereinbefore described and on said state highway location line; opposite about station 149+85 of said main base line and 13 feet from said location line; opposite about station 150+55 of said main base line on said City Location line and about 13 feet from said State highway location line, containing about 687 square feet.

PARCEL 13-WM-4-C

A parcel of land supposed to be owned by Massimino and Severina Manfredi, adjoining the northwesterly location line of the State highway hereinbefore described, bounded by said location line and by the line connecting the following points:

Opposite about station 152+78 of the main base line hereinbefore described and on said location line; opposite about station 152+68 of said main base line and 11 feet from said location line; opposite station 153+03 of said main base line and 8 feet from said location line; opposite about station 153+55 of said main base line and about 10 feet from said location line, and opposite about station 153+30 of said main base line and on said location line, containing about 687 square feet.

Easements are hereby taken, on behalf of the City of Springfield, in the parcels

..of land hereinafter described as Parcels 13-DSS-1-C to 13-DSS-4-C inclusive, for drainage purposes and for the purpose of relocating portions of sanitary sewers. Said easements consist of the right to enter upon said land at any time to construct thereon and to maintain and use storm sewers and sanitary sewers and necessary appurtenances thereto.

PARCEL 13-DSS-1-C

A parcel of land supposed to be owned by Howard A. Appleby, Myer Cohen & Robert E. Kane, adjoining the northwesterly location line of the State highway hereinbefore described, bounded by said location line and by the line connecting the following points:

Opposite about station 184+34 of the main base line hereinbefore described and on said location line; opposite station 191+38 of said main base line and 60 feet from said location line; opposite station 191+42 of said main base line and 39 feet from said location line; opposite station 192+85 of said main base line and 35 feet from said location line; opposite about station 196+25 of said main base line and 20 feet from said location line; opposite about station 196+60 of said main base line and about 3 feet from said location line; opposite station 196+70 of said main base line and 18 feet from said location line; opposite about station 197+28 of said main base line and 18 feet from said location line; opposite about station 197+15 of said main base line and on said location line, containing about 46,638 square feet.

PARCEL 13-DSS-2-C

A parcel of land supposed to be owned by Harvey & Una R. Rolland, located northwesterly of the State highway hereinbefore described, opposite about station 196+50 of the main base line hereinbefore described, bounded easterly and southerly by land now or formerly of Howard A. Appleby, Myer Cohen and Robert E. Kane (Parcel 13-DSS-1-C) about 19 feet and about 36 feet respectively; and northwesterly by other land of said Rolland, about 42 feet; containing about 343 square feet.

PARCEL 13-DSS-3-C

A parcel of land supposed to be owned by Florence M. Gewinner, adjoining the northwesterly location line of the State highway hereinbefore described, bounded by said location line and by the line connecting the following points:

Opposite about Station 197+15 of the main base line hereinbefore described and on said location line; opposite about station 197+28 of said main base line and about 18 feet from said location line; opposite station 198+05 of said main base line and about 18 feet from said location line; opposite about station 198+06 of said main base line and about 18 feet from said location line; and opposite about station 197+94 of said main base line and on said location line; containing about 1,465 square feet.

PARCEL 13-DSS-4-C

A parcel of land supposed to be owned by Wilfred A. & Edith E. Gamacho, bounded by the northwesterly location line of the State highway hereinbefore described, by the southerly street line of Nottingham Street and by the line connecting the following points:

Opposite about station 197+94 of the main base line hereinbefore described and on said location line; opposite about station 198+06 of said main base line and about 18 feet from said location line and opposite about station 198+30 of said main base line and on said street line; containing about 847 square feet.

Easements are hereby taken, on behalf of the City of Springfield, in the parcels of land hereinafter described as Parcels 13-DWMSS-1-C to 13-DWMSS-8-C inclusive and 13-DWMSS-10-C for drainage purposes and for the purpose of relocating a portion of a water main and sanitary sewer. Said easements consist of the right to enter upon said land at any time to construct thereon and to maintain and use a storm sewer, water main and sanitary sewer and necessary appurtenances thereto.

Parcel 13-DWMSS-1-C. A parcel of land supposed to be owned by Eugene and Marie Eva Brodeur, located on the northwesterly side of the State highway hereinbefore described and adjoining the easterly street line of Lehigh Street, bounded by said street line and by the line connecting the following points: opposite about station 208+43 of the main baseline hereinbefore described about 211 feet distant northwesterly therefrom and on said street line; opposite about station 209+40 of said main baseline and about 200 feet distant northwesterly therefrom; opposite about station 209+38 of said main baseline and about 179 feet distant northwesterly therefrom; and opposite about station 208+40 of said main baseline about 190 feet distant northwesterly therefrom and on said street line; containing about 2150 square feet.

Parcel 13-DWMSS-2-C. A parcel of land supposed to be owned by James Purdy, adjoining the northwesterly location line of the State highway hereinbefore described and the easterly street line of Lehigh Street, bounded by said location and street lines and by the line connecting the following points: opposite about station

208+40 of said main baseline on said street line and about 22 feet from said location line; opposite about station 209+38 of said main baseline and about 10 feet from said location line; and opposite about station 209+35 of said main baseline and on said location line; containing about 1675 square feet.

Parcel 13-DWMSS-3-C. A parcel of land supposed to be owned by Eugene and Marie Eva Brodeur, adjoining the northwesterly location line of the State highway hereinbefore described, and the westerly street line of Alpha Street, bounded by said location line by said street line and by the line connecting the following points: opposite about station 210+13 of the main baseline hereinbefore described and on said location line; opposite about station 209+38 of said main base line and about 179 feet distant northwesterly therefrom; opposite about station 209+40 of said main baseline and about 200 feet distant northwesterly therefrom, and opposite about station 210+38 of said main baseline, about 197 feet distant northwesterly therefrom and on said street line; containing about 2537 square feet.

Parcel 13-DWMSS-4-C. A parcel of land supposed to be owned by Thursten A. and Margaret Elizabeth Johnson, adjoining the northwesterly location line of the State highway hereinbefore described; bounded by said location line and by the line connecting the following points: opposite about station 209+35 of said main baseline and on said location line; opposite about station 209+38 of said main baseline and about 10 feet from said location line; opposite about station 210+13 of said main baseline and on said location line; containing about 370 square feet.

Parcel 13-DWMSS-5-C. A parcel of land supposed to be owned by Lehigh Realty Corporation, adjoining the northwesterly location line of the State highway hereinbefore described and the easterly street line of Alpha Street, bounded by said location and street lines and by the line connecting the following points; opposite about station 210+83 of the main baseline hereinbefore described on said street line and about 36 feet from said location line; opposite about station 212+20 of said main baseline and about 19 feet from said location line, and opposite about station 212+16 of said main baseline and on said location line; containing about 4079 square feet.

Parcel 13-DWMSS-6-C. A parcel of land supposed to be owned by Eugene L. and Marguerite Cabrini located on the northwesterly side of the State highway location hereinbefore described, bounded by the northwesterly location line thereof and by the line connecting the following points: opposite station 212+16 of the main baseline hereinbefore described and on said location line; opposite about station 212+22 of said main baseline and about 24 feet from said location line; opposite about station 212+45 of said main baseline and about 25 feet from said location line, and opposite about station 212+80 of said main baseline and on said location line; containing about 1098 square feet.

Parcel 13-DWMSS-7-C. A parcel of land supposed to be owned by William S. and Lois E. Dowling located on the northwesterly side of the State highway hereinbefore described, opposite about station 212+67 of the main baseline hereinbefore described; bounded southerly by land now or formerly of Eugene L. and Marguerite Cabrini (Parcel 13-DWMSS-6-C) about 4 feet; westerly by

land now or formerly of Alfred N. and Ethel M. Hall about 11 feet; northwesterly by other land of said Dowling about 8 feet; and easterly by land now or formerly of Ernest R. and Helen J. Martin about 18 feet; containing about 91 square feet.

Parcel 13-DWMSS-8-C. A parcel of land supposed to be owned by Ernest R. and Helen J. Martin, adjoining the northwesterly location line of the State highway hereinbefore described, bounded by said location line and by the line connecting the following points: opposite about station 21+50 of auxiliary baseline "DD" and on said location line; opposite about said station 21+50 and about 18 feet from said location line; opposite about station 21+67 of said auxiliary baseline "DD" and about 33 feet from said location line, and opposite about station 22+04 of said auxiliary baseline "DD" and about 17 feet from said location line, and opposite about said station 22+04 and on said location line; containing about 1423 square feet.

Parcel 13-DWMSS-10-C. A parcel of land supposed to be owned by Alfred N. and Ethel M. Hall located on the northwesterly side of the State highway location hereinbefore described, opposite station 212+60 of the main baseline hereinbefore described, bounded southerly by land now or formerly of Eugene L. and Marguerite Cabrini (Parcel 13-DWMSS-6-C) about 18 feet; northwesterly by other land of said Hall about 18 feet; and easterly by land now or formerly of William S. and Lois E. Dowling (Parcel 13-DWMSS-7-C) about 11 feet; containing about 93 square feet.

Easements are hereby taken in the parcels of land hereinafter described as Parcels 13-RT-1 to 13-RT-13 inclusive, for the purpose of removing and/or demolishing structures or portions thereof which are located partly within the limits of the State highway location hereinbefore described and/or partly within the limits of the sections of highway laid out on behalf of the City of Springfield, as hereinbefore described. Said easements are temporary in nature and are to be in effect only until such time as the aforesaid purpose for which they are taken shall have been accomplished. Said easements consist of the right to enter upon said land at any time during the effective period of the easements and to remove and/or demolish structures or portions of structures now located upon said land.

Parcel 13-RT-1. A parcel of land supposed to be owned by Maryann P. and Stephanie F. Lipczak, adjoining the southeasterly location line of the State highway hereinbefore described and the southwesterly street line of Genesee Street, bounded by said lines and by the line connecting the following points: opposite station 147+65 of the main baseline hereinbefore described and on said street line; opposite station 146+95 of said main baseline and 42 feet from said location line, and opposite station 146+85 of said main baseline and on said location line.

Parcel 13-RT-2. A parcel of land supposed to be owned by Henry J. and Edna T. Tomkiel, adjoining the northwesterly location line of the State highway hereinbefore described and the location line of the City layout (Section 2) hereinbefore described

bounded by said location lines and by the line connecting the following points: opposite station 147+17 of the main baseline hereinbefore described and on said State highway location line; opposite about station 147+38 of said main baseline and about 15 feet from said State highway location line, and opposite about station 147+52 of said main baseline and on said City location line.

Parcel 13-RT-3. A parcel of land supposed to be owned by Lester J. Premo Jr. and Ellen A. Premo, adjoining the northwesterly location line of the State highway hereinbefore described, bounded by said location line and by the line connecting the following points: opposite about station 6+12 of auxiliary baseline "AA" hereinbefore described and on said location line; opposite about station 5+55 of said auxiliary baseline "AA" and about 23 feet from said location line; opposite said station 5+55 of said auxiliary baseline "AA" and on said location line.

Parcel 13-RT-4. A parcel of land supposed to be owned by Roland L. and Gabrielle O. Drapeau, adjoining the northwesterly location line of the State highway hereinbefore described, bounded by said location line and by the line connecting the following points: opposite about station 5+55 of auxiliary baseline "AA" hereinbefore described and on said location line; opposite said station 5+55 and about 27 feet from said location line; opposite about station 4+98 of said auxiliary baseline "AA" and about 45 feet from said location line, and opposite about said station 4+98 and on said location line.

Parcel 13-RT-5. A parcel of land supposed to be owned by Harry S. and Rose V. Melikian, adjoining the northwesterly location line of the State highway hereinbefore described, and the southeasterly street line of Stafford Street bounded by said lines and by the line connecting the following points: opposite about station 4+98 of auxiliary baseline "AA" hereinbefore described and on said location line; opposite about said station 4+98 and about 43 feet from said location line, and opposite about station 4+50 of said auxiliary baseline "AA" and on said street line.

Parcel 13-RT-6. A parcel of land supposed to be owned by Florence M. Gewinner, adjoining the northwesterly location line of the State highway hereinbefore described, bounded by said location line and by the line connecting the following points: opposite about station 197+15 of the main base line hereinbefore described and on said location line; opposite about station 197+47 of said main baseline and about 50 feet from said location line; opposite station 197+95 of said main baseline and 22 feet from said location line, and opposite station 197+80 and on said location line.

Parcel 13-RT-7. A parcel of land supposed to be owned by James Purdy, bounded by the northwesterly location line of the State highway hereinbefore described, by the existing northeasterly street line of Lehigh Street and by the line connecting the following points: opposite about station 208+39 of the main baseline hereinbefore described and on said street line; opposite about station 209+35 of said main baseline and about 10 feet from said location line; and opposite about station 209+33 of said main baseline and on said location line.

Parcel 13-RT-8. A parcel of land supposed to be owned by Thursten A. and Margaret Elizabeth Johnson bounded by the northwesterly location line of the State highway hereinbefore described, and by the line connecting the following points: opposite about station 209+33 of the main baseline hereinbefore described and on said location line; opposite about station 209+35 of said main baseline and about 10 feet from said location line; and opposite about station 210+06 of said main baseline and on said location line.

Parcel 13-RT-9. A parcel of land supposed to be owned by James F. and Anita M. Clark, located on the northwesterly side of the State highway location hereinbefore described, bounded southeasterly by the location line of the City layout (Section 11) hereinbefore described and by the line connecting the following points: opposite station 20+41 of auxiliary baseline "CC" hereinbefore described and on said City location line; opposite station 20+41 of said auxiliary baseline "CC" and about 10 feet from said City location line, and opposite station 20+77 of said auxiliary baseline "CC" and on said City location line.

Parcel 13-RT-10. A parcel of land supposed to be owned by Theodore A. and Rose M. Bruni, located on the northwesterly side of the State highway location hereinbefore described, bounded southeasterly by the location line of the City layout (Section 12) hereinbefore described and by the line connecting the following points: opposite station 22+16 of auxiliary baseline "CC" hereinbefore described and on said City location line; opposite

station 22+20 of said auxiliary baseline "CC" and 25 feet from said City location line; opposite about station 22+52 of said auxiliary baseline "CC" and about 20 feet from said City location line and opposite about station 22+48 of said auxiliary baseline "CC" and on said City location line.

Parcel 13-RT-11. A parcel of land supposed to be owned by Ernest R. and Helen J. Martin, adjoining the northwesterly location line of the State highway hereinbefore described, bounded by said location line and by the line connecting the following points: opposite station 21+55 of auxiliary baseline "DD" hereinbefore described and on said location line; opposite about station 22+05 of said auxiliary baseline "DD" and about 35 feet from said location line; opposite about said station 22+05 and on said location line.

Parcel 13-RT-12. A parcel of land supposed to be owned by Wilfred A. and Edith E. Gamache, bounded by the northwesterly location line of the State highway hereinbefore described, by the existing southerly street line of Nottingham Street and by the line connecting the following points: opposite about station 197+94 of the main baseline hereinbefore described and on said location line; opposite about station 198+06 of said main baseline and about 18 feet from said location line; and opposite about station 198+30 and on said street line.

Parcel 13-RT-13. A parcel of land supposed to be owned by Arthur M. and Anna G. Giguere, and Adrien R. and Yvette Giguere,

adjoining the northwesterly location line of the State highway hereinbefore described, the location line of the City layout (Section 9) hereinbefore described and by the line connecting the following points: opposite about station 22+57 of auxiliary baseline "DD" hereinbefore described and on said location line; opposite about said station 22+57 and 38 feet from said location line; opposite station 23+05 of said auxiliary baseline "DD" and 42 feet from said City location line, and opposite said station 23+05 and on said City location line.

The locations of the above described easements are more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, all of the land not already owned by the Commonwealth of Massachusetts, outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon, (not, however, including poles, towers, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Springfield, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 13-2, 13-3, 13-5, 13-6, 13-10 through 13-12, 13-15,

13-18 through 13-23, 13-25, 13-27 through 13-46, 13-49, 13-51, 13-53, 13-55, 13-57, 13-59, 13-65 through 13-69, 13-71 through 13-85 and 13-87, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

Rights of access to and egress from existing public ways except as noted in item 2 of the limited access provisions hereinbefore described are hereby taken from owners of land abutting Liberty Street, Stafford Street, and Armory Street, in the locations indicated on the plan hereinafter referred to, as Parcels 13-AT-1 to 13-AT-7 inclusive, the supposed owners of said land being set forth in the schedule hereinafter contained.

In connection with the State highway hereinbefore described it is necessary to take a parcel of land outside the limits thereof from an owner whose right of access to and egress from said land would become inoperative due to the limited access provisions of said layout. Said parcel is hereby taken in fee simple, under authority of Chapter 583 of the Acts of 1949, including all trees and structures located thereon (not however, including wires, cables, poles, towers and other appurtenances for the conveyance of electricity and telephone communication) excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken. Said parcel is shown on the plan hereinafter referred to, as parcel 13-36X and is described as follows:

Parcel 13-36X. A parcel of land supposed to be owned by the New York Central Railroad Company, adjoining the southeasterly location line of the State highway laid out as hereinbefore described between points thereon about opposite stations 174+05 and 176+14 of the main baseline hereinbefore described and bounded northerly by said State highway location about 209 feet; easterly in two courses by land now or formerly of the City of Springfield about 47 feet and about 52 feet; and southeasterly and southwesterly by land now or formerly of Socony Vacuum Oil Co., Inc. about 142 feet and about 192 feet respectively; containing about 0.54 acres.

For the purpose of laying out, constructing and maintaining the sections of City highway hereinbefore described, the Department of Public Works, on behalf of the City of Springfield, does hereby

take, in fee simple, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, Parcels 13-8-C to 13-11-C inclusive, 13-13-C, 13-14-C, 13-23-C to 13-27-C inclusive and 13-30-C, said parcels being shown on the plan hereinafter referred to, including all trees and structures located thereon, (not, however, including poles, towers, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Springfield, County of Hampden, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The State highway hereby laid out, the sections of City highway hereby laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Laid Out as a State Highway by the Department of Public Works March 2, 1966 Scale: 80 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

A certain parcel of land included in this taking is registered land, and is shown on the plan hereinafter referred to, as Parcel 13-27-C, said land being registered in the Land Court at Boston and recorded in the Registered Land Division of the Registry Deeds for Hampden County, at Springfield, as follows:

<u>Parcel No.</u>	<u>Owner</u>	<u>Book</u>	<u>Page</u>	<u>Certificate</u>
13-27-C	Eugene Brodeur married to / Eva Brodeur	51	184	10224

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
13-1	Commonwealth of Massachusetts	54985 sq. ft.
13-2	Troy G. & Sophie H. Rhodes	1232 sq. ft.
13-3	Stanley P. & Jessica E. Ciak	4553 sq. ft.
13-4	Commonwealth of Massachusetts	18445 sq. ft.
13-5	Henry J. & Edna T. Tomkiel	5439 sq. ft.
13-6	Maryann P. & Stephanie F. Lipczak	1279 sq. ft.
13-7	Commonwealth of Massachusetts	2974 sq. ft.
13-8	Commonwealth of Massachusetts	60145 sq. ft.
13-9	Commonwealth of Massachusetts	92740 sq. ft.
13-10	Charles & Mary Tikovjak	80 sq. ft.
13-11	Constantine J. & Stefania A. Ustach	100 sq. ft.
13-12	Stanley P. & Jessica E. Ciak	535 sq. ft.
13-13	Commonwealth of Massachusetts	60825 sq. ft.
13-14	Commonwealth of Massachusetts	16437 sq. ft.
13-15	Massimino & Severina Manfredi	636 sq. ft.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
13-16	Commonwealth of Massachusetts	52319 sq. ft.
13-17	Commonwealth of Massachusetts	115917 sq. ft.
13-18	Ace Sign Inc.	16824 sq. ft.
13-19	Ida Pagnoni	4146 sq. ft.
13-20	Lester J. Premo Jr. & Ellen A. Premo	2508 sq. ft.
13-21	Roland L. & Gabrielle O. Drapeau	1504 sq. ft.
13-22	Harry S. & Rose V. Melikian	819 sq. ft.
13-23	James R. & Pola M. Valentine	203 sq. ft.
13-24	Commonwealth of Massachusetts	39745 sq. ft.
13-25	Angelo R. Camerota & Joseph Lavinski dba Camerota Auto Wrecking & Camerota Used Cars	58088 sq. ft.
13-26	Commonwealth of Massachusetts	52591 sq. ft.
13-27	Acme Realty Corporation	1.69 acres
13-28	American Legion Liberty Post #430 Incorporated	33834 sq. ft.
13-29	Socony Mobil Oil Company Inc.	1.68 acres
13-30	Margaret A. Gaudette	5440 sq. ft.
13-31	Heirs of Martin J. Hogan	4725 sq. ft.
13-32	Heirs of Katherine E. Hogan & Heirs of Teresa S. Flynn	1191 sq. ft.
13-33	Heirs of Timothy J. Hogan	4661 sq. ft.
13-34	Russell F. Hoag	1.74 acres
13-35	Owner Unknown	90 sq. ft.
13-36	The New York Central Railroad Company	1.91 acres
13-37	City of Springfield	4.11 acres
13-38	Howard A. Appleby, Myer Cohen & Robert E. Kane	7.52 acres

<u>Parcel No.</u>	<u>Supposed owner</u>	<u>Area</u>
13-39	James & Barbara Pollock	7246 sq. ft.
13-40	Jerome A. & Luise T. Bohn	1076 sq. ft.
13-41	The New York Central Railroad Company	3.72 acres
13-42	Florence M. Gewinner	3111 sq. ft.
13-43	Wilfred A. & Edith E. Camache	5660 sq. ft.
13-44	Ronald J. Poulit	6800 sq. ft.
13-45	George T. Priesing Jr. & Marguerite Priesing	7136 sq. ft.
13-46	Paul W. & Carol B. Dahlke	5689 sq. ft.
13-47	Commonwealth of Massachusetts	16504 sq. ft.
13-48	Commonwealth of Massachusetts	20089 sq. ft.
13-49	Tri-Town Builders & Developers, Inc.	4900 sq. ft.
13-51	City of Springfield	4306 sq. ft.
13-53	Victor H. Taft	4242 sq. ft.
13-55	Henry N. & Ora B. St. Peter	3850 sq. ft.
13-57	Harry J. & Mary R. McCleery	7125 sq. ft.
13-59	American Rexoil Heating Fuel Co., Inc.	14963 sq. ft.
13-60	Commonwealth of Massachusetts	25950 sq. ft.
13-65	Oriel E. Holmes & Eugene W. Somerville & Dora G. Somerville	10042 sq. ft.
13-66	William V. Baldwin	2818 sq. ft.
13-67	City of Springfield	5043 sq. ft.
13-68	Leonard J. & Rita E. Geddis	1511 sq. ft.
13-69	Tri-Town Builders & Developers, Inc.	6558 sq. ft.
13-70	Commonwealth of Massachusetts	11948 sq. ft.
13-71	Haskell Jiles Jr. & Catherine Jiles	6117 sq. ft.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
13-72	Eugene Brodeur	23329 sq. ft.
13-73	Francis E. Girard	5000 sq. ft.
13-74	James Purdy	3375 sq. ft.
13-75	Grace I. Black & Shirley M. Carleton	5000 sq. ft.
13-76	Thursten A. & Margaret Elizabeth Johnson	4638 sq. ft.
13-77	Eugene & Marie Eva Brodeur	42 sq. ft.
13-78	Tenneco Oil Co.	11698 sq. ft.
13-79	American Rexoil Heating Fuel Co., Inc.	6377 sq. ft.
13-80	Eva Brodeur	6420 sq. ft.
13-81	Lehigh Realty Corporation	2602 sq. ft.
13-82	Alfred B. Badone Jr. & Alice M. Badone	10051 sq. ft.
13-83	Rene N. & Josephine A. Fontaine	5595 sq. ft.
13-84	Eugene L. & Marguerite Cabrini	5442 sq. ft.
13-85	Ernest R. & Helen J. Martin	3139 sq. ft.
13-86	Commonwealth of Massachusetts	1782 sq. ft.
13-87	Arthur M. & Anna G. Giguere and Adrien R. & Yvette T. Giguere	118 sq. ft.
13-AT-1	Roman Catholic Bishop of Springfield	
13-AT-2	American Legion Liberty Post #430 Incorporated	
13-AT-3	Harry S. & Rose V. Melikian	
13-AT-4	James R. and Pola M. Valentine	
13-AT-5	George R. and Mary C. Collins	
13-AT-6	Thomas L. and Florence Cabey	
13-AT-7	Angelo R. Camerota and Joseph Lavinski dba Camerota Auto Wrecking & Camerota Used Cars	
13-36X	The New York Central Railroad Company	0.54 acres

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
13-1-C ·	Commonwealth of Massachusetts	840 sq. ft.
13-2-C ·	Commonwealth of Massachusetts	1541 sq. ft.
13-3-C ·	Commonwealth of Massachusetts	2554 sq. ft.
13-4-C ·	Commonwealth of Massachusetts	918 sq. ft.
13-5-C ·	Commonwealth of Massachusetts	15843 sq. ft.
13-6-C ·	Commonwealth of Massachusetts	1041 sq. ft.
13-7-C ·	Commonwealth of Massachusetts	5189 sq. ft.
13-8-C ·	Heirs of Timothy J. Hogan	233 sq. ft.
13-9-C ·	Heirs of Katherine E. Hogan & Heirs of Teresa S. Flynn	1978 sq. ft.
13-10-C	Henry J. & Evelyn E. Lak	27 sq. ft.
13-11-C	Nellie Gardzienski	863 sq. ft.
13-12-C	Commonwealth of Massachusetts	16140 sq. ft.
13-13-C ·	George H. & Ghenda S. Martin	665 sq. ft.
13-14-C ·	Floriano Pasqualini	925 sq. ft.
13-21-C ·	Commonwealth of Massachusetts	6265 sq. ft.
13-23-C ·	James F. & Anita M. Clark	3946 sq. ft.
13-24-C ·	Leonard J. & Rita E. Geddis	3606 sq. ft.
13-25-C ·	Theodore A. & Rose M. Bruni	550 sq. ft.
13-26-C ·	Haskell Jiles Jr. & Catherine Jiles	3841 sq. ft.
13-27-C ·	Eugene Brodeur / ^{married to} Eva Brodeur	391 sq. ft.
13-29-C ·	Commonwealth of Massachusetts	27 sq. ft.
13-30-C ·	Arthur M. & Anna G. Giguere and Adrian R. & Yvette T. Giguere	1624 sq. ft.
13-D-2-C ·	James & Barbara Pollock	2439 sq. ft.
13-D-3-C ·	Jerome A. & Luise T. Bohn	1850 sq. ft.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
13-D-1.	City of Springfield	3.68 acres
13-R-1.	Acme Realty Corporation	14500 sq. ft.
13-R-2.	Owner Unknown	12100 sq. ft.
13-DSS-1-C.	Howard A. Appleby, Myer Cohen & Robert E. Kane	46638 sq. ft.
13-DSS-2-C.	Harvey & Una R. Rolland	343 sq. ft.
13-DSS-3-C.	Florence M. Gewinner	1465 sq. ft.
13-DSS-4-C.	Wilfred A. & Edith E. Gamache	847 sq. ft.
13-DWMSS-1-C.	Eugene & Marie Eva Brodeur	2150 sq. ft.
13-DWMSS-2-C.	James Purdy	1675 sq. ft.
13-DWMSS-3-C.	Eugene & Marie Eva Brodeur	2537 sq. ft.
13-DWMSS-4-C.	Thursten A. & Margaret Elizabeth Johnson	370 sq. ft.
13-DWMSS-5-C.	Lehigh Realty Corporation	4079 sq. ft.
13-DWMSS-6-C.	Eugene L. & Marguerite Cabrini	1098 sq. ft.
13-DWMSS-7-C.	William S. & Lois E. Dowling	91 sq. ft.
13-DWMSS-8-C.	Ernest R. & Helen J. Martin	1423 sq. ft.
13-DWMSS-10-C.	Alfred N. & Ethel M. Hall	93 sq. ft.
13-WM-2-C.	Stanley P. & Jessica E. Ciak	687 sq. ft.
13-WM-4-C.	Massimino & Severina Manfredi	687 sq. ft.
13-RT-1.	Maryann P. & Stephanie F. Lipczac	
13-RT-2.	Henry J. & Edna T. Tomkiel	
13-RT-3.	Lester J. Premo Jr. & Ellen A. Premo	
13-RT-4.	Roland L. & Gabrielle O. Drapeau	
13-RT-5.	Harry S. & Rose V. Melikian	
13-RT-6.	Florence M. Gewinner	
13-RT-7.	James Purdy	
13-RT-8.	Thursten A. and Margaret Elizabeth Johnson	
13-RT-9.	James F. & Anita M. Clark	

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
13-RT-10 .	Theodore A. & Rose M. Bruni	
13-RT-11.	Ernest R. & Helen J. Martin	
13-RT-12.	Wilfred A. and Edith E. Gamache	
13-RT-13 .	Arthur M. & Anna G. Giguere and Adrien R. & Yvette T. Giguere	

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted: That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out said sections of City

way in accordance with said plan.

Dated at Boston this second day of March, 1966

J.P.S.

Wingus Department
J. R. Du. [initials]
[Signature] of
[Signature]
Robert S. Foster Public Works

A TRUE COPY-ATTEST
Edward F. Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 02114

Layout No. 5572
and Order of Taking
Springfield

March 2, 1966

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon certificate dated March 2, 1966, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in Springfield, and has laid out thirteen sections of highway in behalf of the City of Springfield, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and votes of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway, and the laying out of said sections of highway in behalf on the city, is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

A handwritten signature in cursive script that reads "Edward F. Doyle".

Edward F. Doyle
Secretary

EFD:hfm
Enclosures

1966

Springfield



STATE HIGHWAY LAYOUT #5585
I-91, Bridge St. to Cypress St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 103 PAGES 124-128.
(only written taking in county engineers records)

INDEXING

STATE HIGHWAY LAYOUT #5585

- Image Info SH67022 Springfield
- Image Info SH67022 Bridge Street
- Image Info SH67022 Cypress Street
- Image Info SH67022 I-91



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 02114

July 6, 1966

Springfield
Layout No. 5585 &
Order of Taking

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts.

Dear Sir:

A certified copy of a plan and location bearing thereon certificated dated July 6, 1966, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in Springfield, and has laid out three sections of highway in behalf of the City of Springfield, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and votes of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway, and the laying out of said sections of highway in behalf of the City, is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Edward F. Doyle

Edward F. Doyle
Secretary

EFD;mfc
enclosures

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS
---00000---

Layout No. 5585
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on June 1, 1960, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State Highway, a road in the City of Springfield, County of Hampden.

The layout consists of establishing a State highway location on new location with limited access provisions, for a portion of Interstate Route 91, beginning near Bridge Street and at the northwesterly end of the State highway location in said City of Springfield laid out on October 20, 1965 (Layout No. 5520) and extending thence, generally in a northwesterly direction along Columbus Avenue about 0.18 miles, crossing the rights-of-way of the New York, New Haven, and Hartford Railroad and the Boston and Albany Railroad, at other than grade, between about stations 98 and 106 of the main base line hereinafter described, to the Boston and Maine Railroad tracks in the area between Columbus Avenue and the Connecticut River at Cypress St., and is more fully described as follows:

The main baseline of location for the State highway hereby laid out begins at a point on the main baseline of the October 20, 1965, State Highway layout (L.O.#5520) shown on plan as Station 89+53.63 and extends thence following said main baseline by a curve to the left of 2500.00 feet radius 607.99 feet; thence in part following said main baseline, north 62°00'00" west 429.37 feet; thence by a curve to the right of 3000.00 feet radius 532.15 feet; thence by a curve to the right of 6000.00 feet radius 121.00 feet to the point of ending thereof shown on plans as station 106 + 44.14.

The length of the State highway hereby laid out is about 960 feet.

Auxiliary baseline "A" is a continuation of the auxiliary baseline "A" of the

aforesaid 1965 State highway Layout and begins at a point shown on plan as Station 22 and extends thence north $67^{\circ} 57' 07''$ west 153.10 feet; thence by a curve to the right of 1000.00 feet radius 148.33 feet to the point of ending thereof, shown on plan as Station 25+01.43, said point bearing north $28^{\circ} 00' 00''$ east and being 118.85 feet distant from Station 98+92.55 of the hereinbefore described main baseline.

The northeasterly location line of the State highway as hereby laid out begins at a point on the existing southeasterly street line of Hampton Street at the northwesterly location line of the aforesaid 1965 State highway Layout, said point bearing north $42^{\circ} 38' 11''$ east and being 107.86 feet distant from Station 96 + 92.52 of the main baseline hereinbefore described, ^{and extends,} thence, leaving said 1965 location line, north $67^{\circ} 57' 07''$ west 76.76 feet to a point bearing north $28^{\circ} 00' 00''$ east and 94.60 feet distant from Station 97 + 42.62 of said main baseline; thence by a curve to the right of 1027.00 feet radius 133.65 feet to a point bearing north $28^{\circ} 60' 00''$ east and 91.21 feet distant from Station 98+75.03 of said main baseline; thence north $69^{\circ} 02' 35''$ west 127.07 feet to an angle point in the existing southwesterly street line of Columbus Avenue bearing north $28^{\circ} 11' 59''$ east and 75.61 feet distant from Station 100+01.46 of said main baseline; thence north $59^{\circ} 27' 11''$ west, along the existing southwesterly street line of Columbus Avenue, 406.82 feet to a point bearing $N36^{\circ} 19' 32''$ W and 64.00 feet distant from station 104 + 18.32 of said main base line; thence leaving said street line $N51^{\circ} 52' 32''$ W 218.16 feet to a point at the end of the layout bearing $N 43^{\circ} 06' 46''$ E and 64.67 feet distant from Station 106 + 44.14 of said main base line.

The southwesterly location line of the State highway as hereby laid out begins at a point on the southwesterly location line of the aforesaid 1965 State highway Layout which point is also the intersection of the northeasterly street line of Columbus Avenue with the southeasterly street line of Fort Street, said point bearing south $29^{\circ} 25' 18''$ west and being 75.15 feet distant from Station 94 + 99.59 of the main baseline hereinbefore described, and extends thence, leaving said 1965 location line,

north $66^{\circ} 53' 48''$ west 92.38 feet to a point bearing south $44^{\circ} 51' 02''$ west and 87.68 feet distant from Station 95 + 68.07 of said main baseline; thence south $38^{\circ} 32' 05''$ east 311.38 feet to a point bearing south $34^{\circ} 19' 03''$ west and 193.90 feet distant from Station 92 + 85.97 of said main baseline; thence south $51^{\circ} 29' 35''$ east 146.00 feet to a point bearing south $55^{\circ} 47' 59''$ west and 208.76 feet distant from Station 90 + 63.58 of said main baseline; thence south $40^{\circ} 30' 19''$ east 161.35 feet to a point bearing south $41^{\circ} 56' 03''$ west and 226.32 feet distant from Station 89 + 53.63 of said main baseline; thence N $49^{\circ} 03' 37''$ W 100.00 feet to a point bearing south $39^{\circ} 24' 51''$ west and 225.86 feet distant from Station 90 + 63.58 of said main baseline; thence north $56^{\circ} 59' 43''$ west 56.41 feet to a point bearing south $52^{\circ} 59' 26''$ west and 238.83 feet distant from said Station 90 + 63.58; thence north $55^{\circ} 39' 23''$ west 72.58 feet to a point bearing south $36^{\circ} 09' 56''$ west and 234.93 feet distant from Station 92 + 05.33 of said main baseline; thence by a curve to the right of 810.00 feet radius 107.92 feet to a point bearing south $33^{\circ} 26' 46''$ west and 228.62 feet distant from Station 93 + 24.00 of said main baseline; thence north $48^{\circ} 01' 21''$ west 196.68 feet to a point bearing south $28^{\circ} 36' 48''$ west and 191.23 feet distant from Station 95 + 34.86 of said main baseline; thence north $43^{\circ} 29' 39''$ west 87.89 feet to a point bearing south $28^{\circ} 00' 00''$ west and 163.47 feet distant from Station 96 + 20.25 of said main baseline; thence by a curve to the left of 777.00 feet radius 196.01 feet to a point bearing south $28^{\circ} 00' 00''$ west and 125.23 feet distant from Station 98 + 11.97 of said main baseline; thence north $57^{\circ} 56' 53''$ west 182.39 feet to a point bearing south $28^{\circ} 03' 13''$ west and 112.35 feet distant from Station 99 + 93.79 of said main baseline thence by a curve to the right of 2523.00 feet radius 171.63 feet to a point bearing south $31^{\circ} 12' 37''$ west and 99.27 feet distant from Station 101 + 59.09 of said main baseline; thence by a curve to the right of 5023.00 feet radius 237.74 feet to a point bearing S $38^{\circ} 39' 42''$ W and 83.23 feet distant from station 103 + 84.37 of said main baseline; thence S $38^{\circ} 39' 42''$ W 8.00 feet to a point bearing S $38^{\circ} 39' 42''$ W and 91.23 feet distant from said Station

103 + 84.87 ; thence N $51^{\circ} 12' 46''$ W 22.04 feet to a point bearing S $38^{\circ} 54' 45''$ W and 90.07 feet distant from station 104 + 06.54 of said main baseline; thence N $38^{\circ} 54' 45''$ E 8.00 feet to a point bearing S $38^{\circ} 54' 45''$ W and 82.07 feet distant from said station 104 + 06.54; thence northwest erly, as shown on plan, by a curve to the right of 5023.00 feet radius 86.57 feet to a point bearing S $17^{\circ} 47' 13''$ W and 83.12 feet distant from station 105 + 23.14 of said main base line; thence N $50^{\circ} 06' 00''$ W 16.06 feet to a point bearing S $28^{\circ} 42' 49''$ W and 78.50 feet distant from said Station 105 + 23.14; thence S $72^{\circ} 32' 12''$ E 102.44 feet to a point bearing S $32^{\circ} 58' 18''$ W and 43.23 feet distant from station 104 + 18.32 of said main baseline; thence N $32^{\circ} 58' 18''$ E 25.00 feet to a point bearing S $32^{\circ} 58' 18''$ W and 18.23 feet distant from said Station 104 + 18.32; thence N $63^{\circ} 20' 42''$ W 33.00 feet to a point bearing S $89^{\circ} 17' 10''$ W and 39.42 feet distant from said station 104 + 18.32; thence N $60^{\circ} 19' 42''$ W 76.50 feet to a point bearing S $40^{\circ} 45' 22''$ W and 34.24 feet distant from station 105 + 23.14 of said main baseline; thence N $46^{\circ} 12' 12''$ W 100.00 feet to a point bearing S $0^{\circ} 16' 32''$ W and 32.45 feet distant from station 106 + 44.14 of said main base line; thence N $46^{\circ} 53' 14''$ W 22.06 feet to a point at the end of the layout bearing S $43^{\circ} 06' 46''$ W and 23.81 feet distant from said station 106 + 44.14 .

The northwesterly end of the State Highway hereby laid out is defined by a line bearing north $43^{\circ} 06' 46''$ east and 88.48 feet in length, extending between the points of ending of the southwesterly and northeasterly location lines hereinbefore described.

The location lines of the State highway as laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature, and at points of beginning and ending thereof, where feasible.

The restrictions of access to and egress from the State highway imposed under the aforesaid 1965 layout are hereby voided insofar as applicable to that portion of the southwesterly location line thereof extending between a point thereon bearing south $29^{\circ} 25' 18''$ west and 75.15 feet distant from station 94 + 99.59 of the main baseline hereinbefore described, and a point thereon marking the northwesterly end thereof.

The right of access to and egress from the State highway location is limited, being permitted across the location lines thereof, hereinbefore described, only as follows:

1. Free access to and egress from said location is allowed:

a. Across the line defining the northwesterly end thereof for its entire length.

b. Across the southwesterly location line, between a point thereon bearing south $55^{\circ} 47' 59''$ west and 208.76 feet distant from Station 90 + 63.58 of the main baseline hereinbefore described, and a point thereon bearing south $41^{\circ} 56' 03''$ west and 226.32 feet distant from Station 89 + 53.63 of said main baseline.

2. Access to and egress from said location is allowed at ground level only:

a. Across the southwesterly location line, between a point thereon bearing south $29^{\circ} 25' 18''$ west and 75.15 feet distant from Station 94 + 29.59 of the main baseline hereinbefore described, and a point thereon bearing south $44^{\circ} 51' 02''$ west and 87.68 feet distant from Station 25 + 68.07 of said main baseline.

b. Across the southwesterly location line, between a point thereon bearing south $44^{\circ} 51' 02''$ west and 171.65 feet distant from Station 95 + 68.07 of the main baseline hereinbefore described and a point thereon 50.03 feet distant northwesterly of the above described point, as measured along said location line.

c. Across the northeasterly location line, between the point of beginning thereof and a point thereon bearing N $36^{\circ} 35' 06''$ E and 100.49 feet distant from Station 97 + 28.20 of the main baseline hereinbefore described.

north
/ d. Across the northeasterly location line, between a point thereon bearing $22^{\circ} 24' 02''$ east and 90.55 feet distant from Station 98 + 75.08 of the main baseline hereinbefore described and a point thereon bearing north $28^{\circ} 11' 59''$ east and 75.61 feet distant from Station 100 + 01.46 of said main baseline.

e. Across the northeasterly location line, between a point thereon bearing N $59^{\circ} 27' 11''$ W and 55 feet distant from a point thereon bearing N $33^{\circ} 07' 16''$ E

and 75.11 feet distant from station 102 + 59.13 of the main baseline hereinbefore described, and a point thereon bearing N $43^{\circ} 06' 46''$ E and 64.67 feet distant from Station 106 + 44.14 of said main baseline.

f. Across the southwesterly location line, between a point thereon bearing S $0^{\circ} 16' 32''$ W and 32.45 feet distant from Station 106 + 44.14 of the main baseline hereinbefore described, and a point thereon bearing S $43^{\circ} 06' 46''$ W and 23.81 feet distant from said station 106 + 44.14

3. Access to and egress from said location is allowed for railroad purposes only:

a. Across the southwesterly location line, between a point ^{thereon}/bearing south $11^{\circ} 15' 23''$ east and 157.30 feet distant from Station 99 + 60.00 of the main baseline hereinbefore described and a point thereon bearing south $32^{\circ} 58' 18''$ west and 18.23 feet distant from Station 104 + 18.32 of said main baseline.

b. Across the northeasterly location line, between a point thereon bearing N $28^{\circ} 11' 59''$ E and 75.61 feet distant from station 100 + 01.46 of the main baseline hereinbefore described, and a point thereon bearing N $33^{\circ} 07' 16''$ ^E and 75.11 feet distant from station 102 + 59.13 of said main baseline.

Lines across which transit is not allowed at ground level are hereby established within the limits of the State highway location hereinbefore described, as follows:

a. Beginning at a point on the southwesterly location line of said State highway bearing south $29^{\circ} 25' 18''$ west and 75.15 feet distant from Station 94 + 99.59 of the main baseline hereinbefore described and extending thence north $38^{\circ} 32' 05''$ west 132.79 feet to the point of ending thereof, said point marking the point of beginning of a line of "No Transit" of State Highway Layout No. 5520, dated October 20, 1965, and bearing south $28^{\circ} 00' 00''$ west and being 23.02 feet distant from Station 96 + 23.26 of said main baseline.

b. Beginning at a point on the southwesterly location line of said State

highway bearing south $44^{\circ} 51' 02''$ west and 87.68 feet distant from Station 95 + 68.07 of said main baseline and extending thence south $44^{\circ} 51' 02''$ west 83.97 feet to the point of ending thereof again on said location line, said point bearing north $44^{\circ} 51' 02''$ west and being 171.65 feet distant from said station 95 + 68.07.

c. Beginning at a point on the southwesterly location line of said State highway bearing S $44^{\circ} 51' 02''$ W and 156.53 feet distant from Station 96 + 20.25 of the main baseline hereinbefore described and extending thence north $44^{\circ} 51' 02''$ east 89.77 feet; thence north $38^{\circ} 32' 05''$ west 272.77 feet; thence by a curve to the left of 378.00 feet radius 80.35 feet; thence north $50^{\circ} 42' 50''$ west 35.47 feet to the point of ending thereof, on the northeasterly location line of said State highway, said point bearing north $28^{\circ} 11' 59''$ east and being 75.61 feet distant from Station 100 + 01.46 of said main baseline.

d. Beginning at a point on the northeasterly location line of said State highway bearing north $36^{\circ} 35' 06''$ east and 100.49 feet distant from Station 97 + 28.20 of said main baseline and extending thence south $36^{\circ} 35' 06''$ west 35.02 feet; thence by a curve to the left of 104.00 feet radius 48.86 feet; thence north $38^{\circ} 32' 05''$ west 184.89 feet to the point of ending thereof, again on said location line, said point bearing north $22^{\circ} 24' 02''$ east and being 90.55 feet distant from Station 98 + 75.08 of said main baseline.

The above-described access-egress items are indicated on the plan hereinafter referred to.

In connection with the aforesaid 1965 State highway layout No. 5520 and the laying out of the State highway hereinbefore described, it is necessary to lay out three sections of highway on behalf of the City of Springfield and said sections of highway, shown on the plan hereinafter referred to as Section 10, Section 11 and Section 12, are hereby so laid out under the provisions of Chapter 448 of the Acts of 1948 and are described as follows:

Section 10

Section 10 of the sections of highway hereby laid out in behalf of the City of Springfield comprises a widening of a portion of Columbus Avenue on the southwesterly side thereof, adjoining the northwesterly end of City layout (Section 3) shown on State Highway Layout No. 5520. The southwesterly location line of this section of City highway as hereby laid out begins at a point on the City location line (Section 3) bearing south $40^{\circ} 58' 17''$ west and 123.96 feet distant from Station 80+43.08 of the main baseline of said layout No. 5520, and extends thence northerly to northwesterly by a curve of 25.00 feet radius 26.94 feet to a point bearing south $51^{\circ} 28' 07''$ west and 109.71 feet distant from said Station 80+43.08; thence by a curve to the left of 990.00 feet radius 124.78 feet to a point at the end of this section, on the existing southwesterly street line of Columbus Avenue said point bearing north $83^{\circ} 19' 26''$ west and being 174.70 feet distant from said Station 80+43.08.

Section 11

Section 11 of the sections of highway hereby laid out in behalf of the City of Springfield establishes a location for a connection from Hampden Street to Columbus Avenue and Gridiron Street, adjoins the northeasterly location line of the State highway hereinbefore described.

The northeasterly location line of this section of City highway as hereby laid out begins at a point on the existing northwesterly street line of Hampden Street bearing north $73^{\circ} 49' 39''$ east and 61.51 feet distant from Station 23+53.10 of auxiliary baseline "A" hereinbefore described, and extends thence, leaving said street line, southwesterly to westerly by a curve of 17.05 feet radius 20.66 feet to a point bearing north $72^{\circ} 12' 38''$ east and 42.14 feet distant from said Station 23+53.10; thence north $67^{\circ} 57' 07''$ west 32.36 feet to a point bearing north $22^{\circ} 02' 53''$ east and 27.00 feet distant from said Station 23+53.10; thence by a curve to the right of 973.00 feet radius 144.33 feet to a point bearing north $30^{\circ} 32' 49''$ east and 27.00 feet distant from Station 25+01.43 of said auxiliary baseline "A"; thence north $59^{\circ} 27' 11''$ west 32.98 feet to

a point bearing north $20^{\circ} 09' 00''$ west and 42.63 feet distant from said Station 25+01.43; thence by a curve to the right of 40.00 feet radius 60.75 feet to a point bearing north $17^{\circ} 46' 52''$ west and 97.63 feet distant from said Station 25+01.43; thence north $27^{\circ} 33' 28''$ east 71.95 feet to a point bearing north $1^{\circ} 16' 10''$ east and 156.80 feet distant from said Station 25+01.43; thence by a curve to the right of 97.16 feet radius 22.80 feet to a point at the end of this section, on the existing southeasterly street line of Gridiron Street, said point bearing north $5^{\circ} 17' 59''$ east and being 176.31 feet distant from said Station 25+01.43.

Section 12

Section 12 of the sections of highway hereby laid out in behalf of the City of Springfield comprises a widening of a portion of Columbus Avenue, on the southwesterly side thereof, between bridge Street and Worthington Street.

The southwesterly street line of Columbus Avenue as hereby laid out is defined by that portion of the southwesterly location line of the State highway hereinbefore described, extending between a point thereon bearing south $40^{\circ} 30' 19''$ ^{east} and 11.98 feet distant from a point thereon bearing south $55^{\circ} 47' 59''$ west and 208.76 feet distant from station 90+63.58 of the main baseline hereinbefore described, and a point thereon bearing north $38^{\circ} 32' 05''$ west and 74.44 feet distant from a point thereon bearing south $34^{\circ} 19' 03''$ west and 193.90 feet distant from station 92+85.97 of said main baseline.

The location lines of the sections of highway hereby laid out in behalf of the City of Springfield are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof, where feasible.

An easement is hereby taken in the parcel of land hereinafter described as Parcel 12-TE-1 for the purpose of constructing a roadway, and consists of the right to enter upon said land at any time during the effective period of the easement to construct thereon a roadway and necessary utilities. Said easement is temporary in nature and is to be in effect only until three years from the date of this instrument.

Parcel 12-TE-1. A parcel of land supposed to be owned by Richard Joyce Smith and William J. Kirk, as co-trustees ^{of the property} of the New York, New Haven and Hartford Railroad Company, debtor in reorganization, bounded by the hereinbefore described southwesterly location line of the State highway, and by the line connecting the following points:

about opposite and about 230 feet distant from station 91+03 of the main baseline hereinbefore described, and on said location line; about opposite and about 261 feet from station 91+05 of said main baseline; about opposite and about 265 feet distant from station 92+05 of said main baseline; about opposite and about 259 feet distant from station 93+24 of said main baseline; about opposite and about 220 feet distant from station 95+45 of said main baseline; about opposite and about 202 feet distant from station 96+33 of said main baseline; and about opposite and about 150 feet distant from station 96+66 of said main baseline, and on said location line.

An easement is hereby taken in the parcel of land hereinafter described as Parcel 12-TS-1 for the purpose of constructing slopes of excavation or embankment, and consists of the right to enter upon said land at any time during the effective period of the easement to construct thereon slopes of excavation and/or embankment. Said easement is temporary in nature and is to be in effect only until three years from the date of this instrument.

Parcel 12-TS-1 A parcel of land supposed to be owned by Richard Joyce Smith and William J. Kirk, as co-trustees of the property of the New York, New Haven and Hartford Railroad Company, debtor in reorganization, bounded northeasterly to easterly by the southwesterly location line of City layout Section 10, hereinbefore described, southeasterly by the 1965 City layout section 3 about 18 feet, westerly by other land of said trustees about 20 feet southwesterly by a line 10 feet distant from and parallel to said City layout line, except that the line follows along the faces of a one story cement block building where that portion of the building would fall within the implied 10 foot strip, and northwesterly by other land of said trustees 10 feet.

An easement is hereby taken in the parcel of land hereinafter described as Parcel 12-RT-1 for the purpose of removing or demolishing a structure or a portion of a structure which is located partly within the limits of the State highway location laid out as hereinbefore described and consists of the right to enter upon said land at any time during the effective period of the easement to remove and/or demolish a structure or a portion thereof now located thereon.

Said easement is temporary in nature and is to be in effect only until such time as the aforesaid purpose for which ^{it} is taken has been accomplished.

Parcel 12-RT-1 A parcel of land supposed to be owned by Richard Joyce Smith and William J. Kirk, as co-trustees ^{of the property} of the New York, New Haven and Hartford Railroad Company, debtor in reorganization, bounded northeasterly by the hereinbefore described southwesterly location line of the State highway and by the line connecting the following points: about opposite and about 230 feet distant from station 91+03 of the main baseline hereinbefore described, and on said location line; about opposite and about 305 feet distant from station 91+08 of said main baseline; and about opposite and about 205 feet distant from station 94+74 of said main baseline, and on said location line.

The locations of the above-described parcels for easements are more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing, and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, all of the land not already owned by the Commonwealth of Massachusetts, outside the limits of the existing public ways or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including wires, cables, poles, towers and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Springfield, County of Hampden, all of said land being taken in fee simple, with the exception of Parcels 12-F-1 and 12-E-2 in which easements for highway purposes are hereby taken, the supposed

owners of Parcels 12-1, 12-2 and 12-3, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity, and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

Excluded from the aforesaid taking are all structures located on or partly on Parcel 12-E-1, the billboards located on Parcels 12-E-2 and 12-2, and the building located in part on parcel 12-E-2 and in part on Parcel 12-2.

The right of access to and egress from an existing way is hereby taken from the owners of land abutting Columbus Avenue at the location shown as Parcel 12-AT-1 on the plan hereinafter referred to the supposed owners of said land being set forth in the schedule hereinafter contained.

For the purpose of laying out, constructing and maintaining the sections of City highway, hereinbefore described, the Department of Public Works on behalf of the City of Springfield, does hereby take in fee simple under the provisions of Chapter 79 of the General Laws, and of Chapter 679 of the Acts of 1965, Parcels 12-1-C, 12-2-C and 12-3-C shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including wires, cables, poles, towers and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Springfield, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The State highway hereby laid out, the sections of City highway hereby laid out and the aforesaid takings, are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Laid Out as a State Highway by the Department of Public Works July 6, 1966 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>PARCEL</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
12-1	Richard Joyce Smith and William J. Kirk, as Co.-Trustees of the property of The New York, New Haven and Hartford Railroad Company, debtor in reorganization	64278 Sq. Ft.
12-2	New York Central R. R. Co.	22455 Sq. Ft.
12-3	Commonwealth of Massachusetts (D.P.W.)	5425 Sq. Ft.
12-E-1	Richard Joyce Smith and William J. Kirk, as Co.-Trustees of the property of The New York, New Haven and Hartford Railroad Company, debtor in reorganization	30945 Sq. Ft.
12-E-2	New York Central R. R. Co.	49548 Sq. Ft.
12-AT-1	Richard Joyce Smith and William J. Kirk, as Co.-Trustees of the property of The New York, New Haven and Hartford Railroad Company, debtor in reorganization	
12-1-C	Richard Joyce Smith and William J. Kirk, as Co.-Trustees of the property of The New York, New Haven and Hartford Railroad Company, debtor in reorganization	751 Sq. Ft.
12-2-C	Richard Joyce Smith and William J. Kirk, as Co. Trustees of the property of The New York, New Haven and Hartford Railroad Company, debtor in reorganization	2056 Sq. Ft.

<u>PARCEL</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
12-3-C	Charles N. Paliocha	3489 Sq. Ft.
12-4-C	Commonwealth of Massachusetts(D.P.W.)	9584 Sq. Ft.
12-TS-1	Richard Joyce Smith and William J. Kirk, as Co-Trustees of the property of The New York, New Haven and Hartford Railroad Company, debtor in reorganization	
12-RT-1	Richard Joyce Smith and William J. Kirk, as Co-Trustees of the property of The New York, New Haven and Hartford Railroad Company, debtor in reorganization	
12-TE-1	Richard Joyce Smith and William J. Kirk, as Co-Trustees of the property of The New York, New Haven and Hartford Railroad Company, debtor in reorganization.	

The names of owners herein given although supposed to be correct are ^{such} only as matters of opinion and belief.

It is therefore, VOTED, That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

VOTED, That the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works attesting that said Department of Public Works has laid out said sections of City way in accordance with said plan.

Dated at Boston this sixth day of July, 1966.

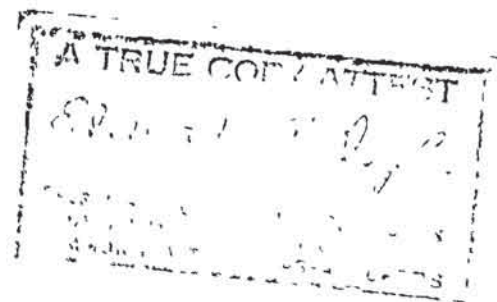
J. A. S.

/s/ Edward J. Riggs Department

/s/ Anthony C. Rosselli

/s/ Robert S. Foster of

Public Works



1966

Springfield



STATE HIGHWAY LAYOUT #5592
I-91, Arch St. to Greenwich St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 103 PAGE 62(b).

INDEXING

STATE HIGHWAY LAYOUT #5592

- Image Info SH67023 Springfield
- Image Info SH67023 Arch Street
- Image Info SH67023 Greenwich Street
- Image Info SH67023 I-91

PARCEL NO	SUPPOSED OWNER	AREA ABOUT
11-2	LOUIS A. AND ARIANE M MARCHAND	3615 SQ FT
11-3	LOUIS J. AND ADRIENNE A DUQUETTE	4161 SQ FT
11-6	FREDERICK, JR. AND STEPHANIE GAMACHE	2700 SQ FT
11-1-C	LOUIS A. AND ARIANE M. MARCHAND	4188 SQ FT
11-2-C	LENA SHERMAN	1696 SQ FT
11-3-C	LOUIS J. AND ADRIENNE A DUQUETTE	1915 SQ FT
11-4-C	HAROLD E. KENT	3986 SQ FT
11-5-C	COMMONWEALTH OF MASSACHUSETTS	275 SQ FT
11-6-C	CLEMENT A. AND YVETTE L. NOEL	5225 SQ FT
11-7-C	FREDERICK, JR. AND STEPHANIE GAMACHE	2250 SQ FT
11-9-C	HENRY O. AND VALENTINE P. DUMAS	2100 SQ FT

PLANS PREPARED BY
CHARLES A MAGUIRE & ASSOCIATES
15 COURT SQUARE
BOSTON, MASSACHUSETTS

This certifies that the sections of road marked on this plan City Layout were laid out in behalf of the City of Springfield by the Massachusetts Department of Public Works on June 4, 1966 under authority of Chapter 448 of the Acts of 1948.

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
SPRINGFIELD
HAMPDEN COUNTY.
Laid out as a State Highway by the
Department of Public Works

John W. Adams
Department of Public Works

Department of Public Works

Scale 80 feet to the inch
Donald H. P. C.
 Chief Engineer



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 02114

Layout No. 5592
and Order of Taking

June 1, 1966

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon certificate dated June 1, 1966, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has laid out and taken charge of as a limited access State highway a new or existing way in Springfield, and has laid out two sections of highways in behalf of the City of Springfield, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and votes of the Commissioners relative to the laying out and taking charge of said new or existing way as a limited access State highway, and the laying out of said sections of highways in behalf of the city, is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Edward F. Doyle

Edward F. Doyle
Secretary

EFD:hfm
Enclosures

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

-000000-

Layout No. 5592
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on April 13, 1962, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State highway, a road in the City of Springfield, County of Hampden.

The layout consists of establishing a State highway location, on new location with limited access provisions, for a portion of Interstate Route 91, beginning at the northerly street line of Arch Street and extending thence northerly about 0.19 miles to the dividing line between land now or formerly of the Springfield Street Railway Company and land now or formerly of the Commonwealth of Massachusetts, and is more fully described as follows:

The main base line of location for the State highway hereby laid out begins at a point on the existing northerly street line of Arch Street, said point being 133.38 feet distant, from the intersection of said street line with the easterly street line of Birnie Avenue, and shown on plan as Station 6+52.57, and extends thence northerly by a curve to the right of 6500.00 feet radius, 312.51 feet; thence north $16^{\circ}00'00''$ west, 684.92^{feet} to the point of ending thereof shown on plan as station 16+50.00.

The length of the State highway hereby laid out is about 981 feet.

The westerly location line of the State highway hereby laid out begins at a point marking the junction of the easterly street line of Birnie Avenue with the northerly street line of Arch Street, said point bearing south $67^{\circ}08'22''$ west and being 133.38 feet distant from Station 6+52.57 of the main baseline hereinbefore described, and extends thence, leaving said

northerly street line and following said easterly street line in part crossing Sheldon, Huntington and Greenwich Streets respectively, north $16^{\circ}41'52''$ west 996.84 feet to the point of ending thereof on the dividing line between land now or formerly of the Springfield Street Railway Company and land now or formerly of the Commonwealth of Massachusetts, said point bearing south $74^{\circ}00'00''$ west and being 137.05 feet distant from Station 16+33.53 of said main baseline.

The easterly location line of the State highway hereby laid out begins at a point on the existing northerly street line of Arch Street, said point bearing north $67^{\circ}08'22''$ east and being 174.73 feet distant from Station 6+52.57 of the main baseline hereinbefore described, and extends thence, leaving said street line, in part crossing Sheldon Street, north $22^{\circ}05'50''$ west 527.10 feet to a point bearing north $74^{\circ}00'00''$ east and 125.00 feet distant from station 11 + 97.69 of said main baseline; thence north $16^{\circ}00'00''$ west 337.31 feet, in part crossing Huntington Street to a point within the existing location of Greenwich Street bearing north $74^{\circ}00'00''$ east and 125.00 feet distant from station 15+35.00 of said main baseline; thence north $61^{\circ}00'00''$ west 60.81 feet to a point bearing north $74^{\circ}00'00''$ east and 82.00 feet distant from station 15+78.00 of said main baseline; thence north $16^{\circ}00'00''$ west about 61 feet to the point of ending thereof on the dividing line between land now or formerly of the Springfield Street Railway Company and land now or formerly of the Commonwealth of Massachusetts, said point being about 81 feet distant from about station 16+35 of said main baseline, as measured along said dividing line.

The southerly end of the State highway hereby laid out is defined by that portion of the northerly street line of Arch Street extending between the points of beginning of the westerly and easterly location line hereinbefore described bearing north $67^{\circ}08'22''$ east and 308.10 feet in length.

The northerly end of the State highway hereby laid out is defined by that portion of the dividing line between land now or formerly of the Springfield Street Railway Company and land now or formerly of the Commonwealth of Massachusetts extending between the points of ending of the westerly and easterly location lines hereinbefore described, and being about 219 feet in length.

The location lines of the State highway hereby laid out are to be further defined by bounds set thereon at angle points, at the points of beginning and ending of the westerly location line, and at the point of beginning of the easterly location line.

The right of access to and egress from the State highway laid out as hereinbefore described, is limited being allowed across the location lines thereof, only as follows:

Free access to and egress from said location is allowed:

- (a) At Huntington Street, across the westerly and easterly location lines within the limits of the existing street lines thereof.
- (b) Across the line defining the southerly end thereof for its entire length.
- (c) Across the line defining the northerly end thereof for its entire length.

The above mentioned access-egress items are indicated on the plan hereinafter referred to.

In connection with the laying out of the State highway location hereinbefore described it is necessary to lay out two sections of highway on behalf of the City of Springfield, and said sections of highway are hereby so laid out under the provisions of Chapter 448 of the Acts of 1948 and are described as follows:

Section 1

The first section of highway hereby laid out on behalf of the City of Springfield establishes a location for a connection between Sheldon and Arch Streets, and is bounded by the easterly location line of the State highway layout hereinbefore described and by the line described as follows:

Beginning at a point on the existing northerly street line of Arch Street, said point being identical with the point of beginning of the easterly location line of the State highway Layout hereinbefore described, said point bearing north $67^{\circ}08'22''$ east and being 174.73 feet distant from Station 6+52.57 of the main base line hereinbefore described and extending thence, leaving said location line and following said street line north $67^{\circ}08'22''$ east 50.00 feet to a point bearing north $67^{\circ}08'22''$ east and 224.73 feet distant from said Station 6+52.57; thence leaving said street line north $22^{\circ}05'50''$ west 233.20 feet to a point on the southerly street line of Sheldon Street, said point bearing north $73^{\circ}19'23''$ east and being 205.63 feet distant from Station 9+08.99 of said main base line; thence following said street line south $73^{\circ}19'23''$ west 50.22 feet to the point of ending thereof on said State highway location line, said point bearing north $73^{\circ}19'23''$ east and being 155.41 feet distant from said Station 9+08.99.

Section No. 2

The second section of highway hereby laid out on behalf of the City of Springfield establishes a location for a connection between Greenwich and Huntington Streets and is bounded by the easterly location line of the State highway layout hereinbefore described, and by the line described as follows:

Beginning at a point marking the junction of the existing northerly

street line of said Huntington Street and said easterly State highway location line said point bearing north $73^{\circ}18'43''$ east and being 125.01 feet distant from Station 12+79.21 of the aforesaid main base line, and extending thence leaving said location line and following said street line north $73^{\circ}18'43''$ east 50.00 feet to a point bearing north $73^{\circ}18'43''$ east and 175.01 feet distant from said Station 12+79.21; thence leaving said street line north $16^{\circ}00'00''$ west 210.08 feet to a point on the existing southerly street line of said Greenwich Street, said point bearing north $73^{\circ}20'23''$ east and being 175.01 feet distant from station 14+89.38 of said main baseline, thence following said street line south $73^{\circ}20'23''$ west 50.00 feet to the point of ending thereof, on said easterly State highway location line, said point bearing north $73^{\circ}20'23''$ east and being 125.01 feet distant from said station 14+89.38.

The location lines of the sections of highway hereby laid out on behalf of the City of Springfield are to be further defined by bounds set thereon at angle points, and at the points of beginning and ending thereof.

Upon completion of the construction of the State highway within the limits of the layout hereinbefore described, and the acceptance thereof by the Department of Public Works, the control and maintenance of the roadway of Huntington Street/^{as existing or as altered by} said construction, and lying within the limits of said State highway location, shall revert to the City of Springfield.

Easements are hereby taken in the parcels of land hereinafter described as Parcels 11-RT-1 to 11-RT-4 inclusive, for the purpose of removing and/or demolishing structures which are located partly within the limits of the sections of highway laid out on behalf of the City of Springfield as hereinbefore described. Said easements are temporary in nature and are to be in effect only until such time as the aforesaid purpose for which they are

taken shall have been accomplished. Said easements consist of the right to enter upon said land at any time during the effective period of the easements to remove and/or demolish structures or portions of structures now located upon said land.

Parcel 11-RT-1

A parcel of land supposed to be owned by Lena Sherman adjoining the easterly location line of the first section of City highway hereinbefore described, bounded by said location line and by the line connecting the following points: about opposite Station 6+70 of the main base line hereinbefore described and on said location line; about opposite Station 6+75 of said main base line and 35 feet from said location line; about opposite/^{Station}7+90 of said main base line and 35 feet from said location line; and about opposite said Station 7+90 and on said location line.

Parcel 11-RT-2

A parcel of land supposed to be owned by Harold E. Kent adjoining the easterly location line of the first section of City highway hereinbefore described, bounded by said location line and by the line connecting the following points:

opposite Station 8+35 of the main base line hereinbefore described and on said location line; opposite said Station 8+35 and 10 feet from said location line; about opposite Station 9+09 of said main base line and 15 feet from said location line; and about opposite said Station 9+09 and on said location line.

Parcel 11-RT-3

A parcel of land supposed to be owned by Clement A. and Yvette L. Noel adjoining the easterly location line of the second section of City highway hereinbefore described, bounded by said location line and by the line connecting the following points: opposite Station 13+57 of the main base

line hereinbefore described and on said location line; opposite said Station 13+57 and about 3 feet from said location line; about opposite Station 13+90 of said main base line and about 3 feet from said location line; and about opposite said Station 13+90 and on said location line.

Parcel 11-RT-4

A parcel of land supposed to be owned by Henry O. and Valentine P. Dumas adjoining the easterly location line of the second section of City highway hereinbefore described, bounded by said location line and by the line connecting the following points: opposite Station 14+10 of the main base line hereinbefore described and on said location line; opposite said Station 14+10 and 18 feet from said location line; opposite about Station 14+89 of said main base line and 18 feet from said location line; and opposite about said Station 14+89 and on said location line.

The locations of the above described parcels are more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, all of the land not already owned by the Commonwealth of Massachusetts, outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however including poles, towers, lines, wires, cables, and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Springfield, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 11-1 to 11-7 inclusive shown on the plan hereinafter referred to, being set forth in the

schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

For the purpose of laying out, constructing and maintaining the sections of City highway hereinbefore described, the Department of Public Works, on behalf of the City of Springfield, does hereby take, in fee simple under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, Parcels 11-1-C to 11-4-C inclusive and 11-6-C to 11-8-C inclusive shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables, and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Springfield, County of Hampden, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The State highway hereby laid out, the sections of City highway hereby laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer and signed by the Department of Public Works and on file in its office said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Laid Out as a State Highway by the Department of Public Works June 1, 1966 Scale: 80 feet to the inch, " an attested copy of which is to be recorded

with this order of Layout and taking in the Registry of Deeds for Hampden County at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
11-1	Commonwealth of Massachusetts	67,555 Sq. Ft
11-2	Louis A. and Ariane M. Marchand	3,615 Sq. Ft
11-3	Louis J. and Adrienne A. Duquette	4,161 Sq. Ft
11-4	Commonwealth of Massachusetts	72,447 Sq. Ft
11-5	Commonwealth of Massachusetts	51,790 Sq. Ft
11-6	Frederick Gamache Jr. and Stephanie Gamache	2,700 Sq. Ft
11-7	Commonwealth of Massachusetts	21,591 Sq. Ft
11-1-C	Louis A. and Ariane M. Marchand	4,188 Sq. Ft
11-2-C	Lena Sherman	1,696 Sq. Ft
11-3-C	Louis J. and Adrienne A. Duquette	1,915 Sq. Ft
11-4-C	Harold E. Kent	3,986 Sq. Ft
11-5-C	Commonwealth of Massachusetts	275 Sq. Ft
11-6-C	Clement A. and Yvette L. Noel	5,225 Sq. Ft
11-7-C	Frederick Gamache, Jr. and Stephanie Gamache	2,250 Sq. Ft
11-8-C	Henry O. and Valentine P. Dumas	2,750 Sq. Ft
11-RT-1	Lena Sherman	
11-RT-2	Harold E. Kent	

Parcel No.Supposed Owner

11-RT-3

Clement A. and Yvette L. Noel

11-RT-4

Henry O. and Valentine P. Dumas

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

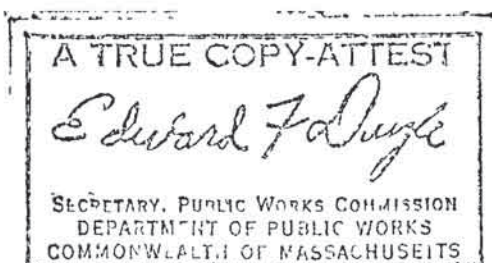
Voted: That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works / attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted: That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works attesting that said Department of Public Works has laid out said sections of City Way in accordance with said plan.

Dated at Boston this first day of June, 1966.

F. W. Sargent



Department

Edward J. Ribbs

of

Public Works

John D. Warner

1966

Springfield



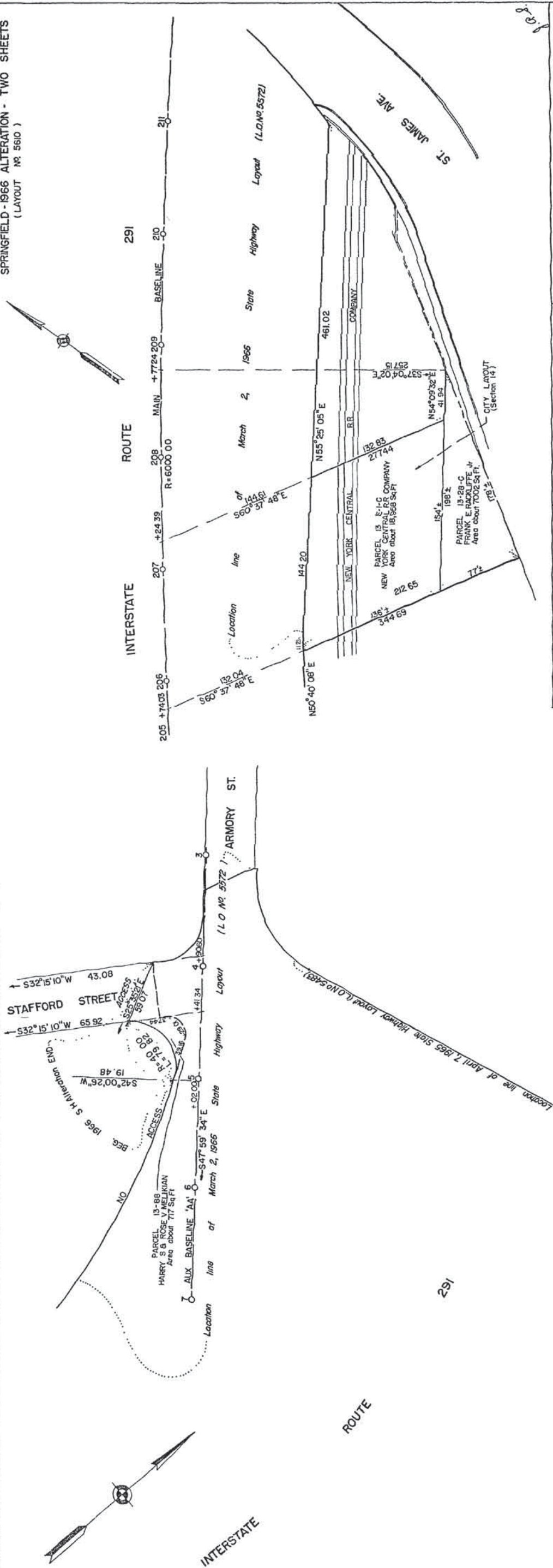
STATE HIGHWAY LAYOUT #5610
I-291, alterations at Stafford St. & along St. James Ave.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 105 PAGES 12(a)-12(b).

INDEXING

STATE HIGHWAY LAYOUT #5610

- Image Info** SH67024 Springfield
- Image Info** SH67024 I-291
- Image Info** SH67024 St. James Avenue
- Image Info** SH67024 Stafford Street

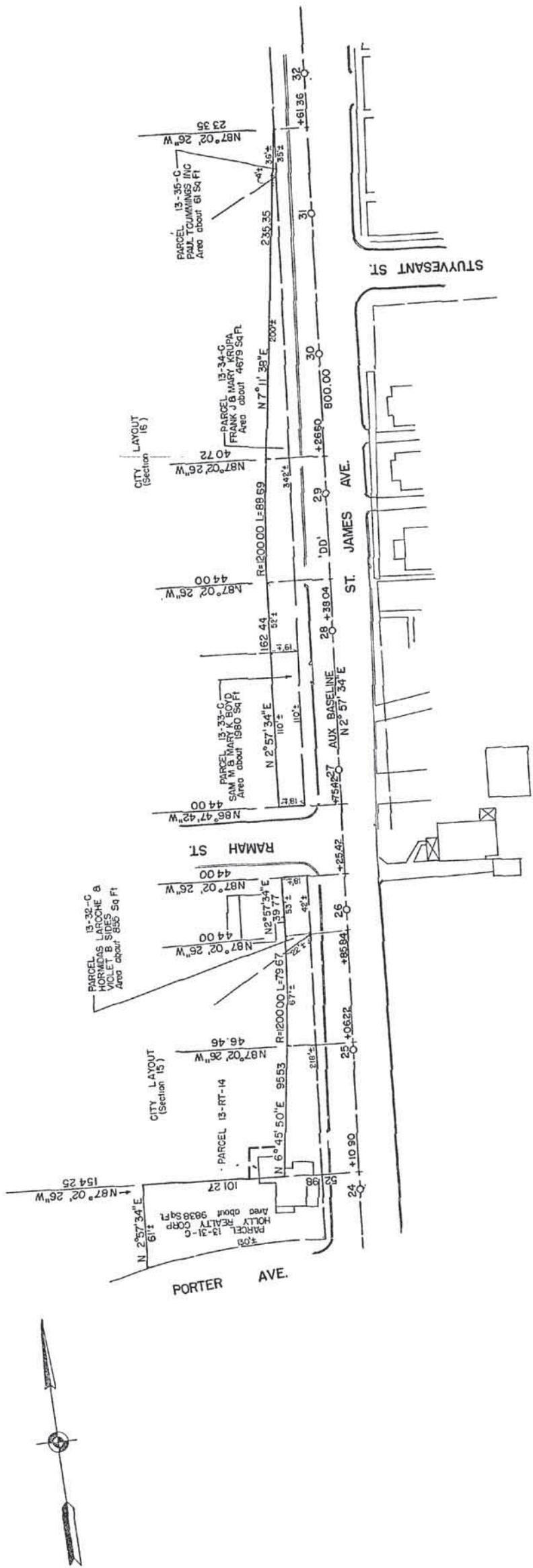


A TRUE COPY-ATTEST
Edward F. Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

This certifies that the sections of road marked on this plan "City Layout" were laid out in the City of Springfield, Massachusetts, in accordance with the authority of Chapter 44B of the Acts of 1945.
Edward F. Doyle
Robert S. Foster
Anthony C. Penella
Department of Public Works

This certifies that the location of the highway has been altered as shown on this plan and taken charge of as a Limited Access State Highway by the Department of Public Works on September 21, 1966 in accordance with Chapter 81 of the General Laws as amended by Section 7 of the Act of 1966.
Edward F. Doyle
Robert S. Foster
Anthony C. Penella
Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
SPRINGFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
SEPTEMBER 21, 1966
Scale: 80 feet to the inch
Edward F. Doyle
Chief Engineer
Layout No. 5610





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Springfield L.O. 5610 &
Order of Taking

September 21, 1966.

Richard G. Shea, Clerk
Hampden County Commissioners
Court House, Springfield, Massachusetts.

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of September 21, 1966, alter the location of a section of State highway ^{with limited access provisions} laid out in City of Springfield in the year 1966.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle
Secretary.

~~Registered Mail~~

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 5610
and Order of Taking

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of March 2, 1966 (Layout No. 5572) lay out and take charge of as a limited access State highway a road in the City of Springfield, County of Hampden, being known as Interstate Route 291, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield and in the office of the City Clerk of said City of Springfield; and

Whereas, it now appears advisable to make certain changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, with limited access provisions, as hereinafter described.

The alteration is located at Stafford Street and consists of widening, a portion of the location of the State highway laid out on March 2, 1966, on the northwesterly side thereof, and is more fully described as follows:

Auxiliary base line "DD" on St. James Avenue, is an extension of auxiliary base line "DE" of said 1966 State highway layout and begins at a point shown on plan as Station 24 and extends thence North $2^{\circ}57'34''$ East, 800.00 feet to the point of ending thereof, shown on plan as Station 32.

The location line of the State highway as hereby altered and laid out begins at a point on the northwesterly location line of the aforesaid 1966 State highway layout, said point bearing South $42^{\circ}00'26''$ West and being 19.48 feet distant from Station 5+02.00 of auxiliary base line "AA" of said layout, and extends thence, leaving said location line, northwesterly, westerly and southwesterly by a curve of 40.00 foot radius 79.82 feet to a point on the existing southeasterly street line of Stafford Street, said point bearing South $32^{\circ}15'10''$ West and being 65.92 feet distant from Station 4+41.34 of said auxiliary base line "AA"; thence South $25^{\circ}35'21''$ East, 59.07 feet to a point at the end of the alteration, again on the northwesterly location line of the aforesaid 1966 State highway layout, said point bearing South $32^{\circ}15'10''$ West and being 43.08 feet distant from Station 3+90.60 of said auxiliary base line "AA".

The location line of the State highway altered and laid out as hereinbefore described, is to be further defined by bounds set thereon at an angle point and at the points of beginning and ending thereof.

The right of access to and egress from the State highway location is limited, being allowed at Stafford Street, across the location line altered and laid out as hereinbefore described, within the limits of said street.

The above described access-egress item is shown on the plan hereinafter referred to.

The restriction of access imposed under the aforesaid March 2, 1966 State highway layout is hereby voided insofar as applicable to that portion of the northwesterly location line thereof between a point thereon marking the point of beginning of the alteration hereinbefore described and a point thereon bearing South $32^{\circ} 15' 10''$ West and 34.48 feet distant from Station 4+41.34 of said auxiliary base line "AA".

In connection with the laying out of the State highway hereinbefore referred to (L.O. #5572), it is necessary to lay out three sections of highway, on behalf of the City of Springfield and said sections of highway designated on the plan hereinafter referred to as Sections 14, 15 and 16, are hereby so laid out under the provisions of Chapter 443 of the Acts of 1948, and are described as follows:

SECTION 14

The fourteenth section of highway hereby laid out on behalf of the City of Springfield establishes a location for the construction of a bridge carrying vehicular traffic over and across the New York Central Railroad Company's right of way and Interstate Route 291, is located on the northwesterly side of St. James Avenue, and is bounded by the line described as follows: Beginning at a point on the southeasterly location line of the aforesaid State highway layout, said point bearing South $60^{\circ} 37' 48''$ East and being 132.04 feet distant from Station 205+74.03 of the main base line of said layout, and extending thence, leaving said location line and in part crossing the right of way of said Railroad Company, South $60^{\circ} 37' 48''$ East 212.65 feet to a point on the existing northwesterly street line of St. James Avenue bearing South $60^{\circ} 37' 48''$ East and 344.69 feet distant from said Station 205+74.03; thence northeasterly, following said street line, about 178 feet to a point bearing South $37^{\circ} 04' 02''$ East and 257.15 feet distant

from Station 208+77.24 of said main base line; thence, leaving said street line and following the southeasterly line of the right of way of the New York Central Railroad Company, South $54^{\circ} 09' 32''$ West 41.94 feet to a point bearing South $60^{\circ} 37' 48''$ East and 277.44 feet distant from Station 207+24.39 of said main base line; thence crossing said railroad right of way North $60^{\circ} 37' 48''$ West 132.83 feet to a point again on the southeasterly location line of said State highway layout; said point bearing South $60^{\circ} 37' 48''$ East and being 144.61 feet distant from said Station 207+24.39; thence, following said location line South $55^{\circ} 25' 05''$ West, 144.20 feet; thence South $50^{\circ} 40' 08''$ West 11.21 feet to the point of beginning.

SECTION NO. 15

The fifteenth section of highway hereby laid out on behalf of the City of Springfield establishes a location for a widening of a portion of St. James Avenue on the westerly side thereof, and is bounded by the existing southerly street line of Ramah Street by the existing westerly street line of St. James Avenue by the existing northerly street line of Porter Avenue and by the line described as follows:

Beginning at a point on the existing northerly street line of Porter Avenue about 130 feet westerly of the existing westerly street line of St. James Avenue, as measured along said street line of Porter Avenue, and extending thence leaving said street line, North $2^{\circ} 57' 34''$ East about 61 feet to a point bearing North $87^{\circ} 02' 26''$ West and 154.25 feet distant from Station 24+10.90 of auxiliary base line "DD" hereinbefore described; thence South $87^{\circ} 02' 26''$ East 101.27 feet to a point bearing North $87^{\circ} 02' 26''$ West and 52.98 feet distant from said Station 24+10.90; thence North $6^{\circ} 45' 50''$ East 95.53 feet to a point bearing North $87^{\circ} 02' 26''$ West and 46.46 feet distant from Station 25+06.22 of said auxiliary base line "DD"; thence by a curve to the left of 1200.00

feet radius 79.67 feet to a point bearing North $87^{\circ}02'26''$ West and 44.00 feet distant from Station 25+85.84 of said auxiliary base line "DD"; thence North $2^{\circ}57'34''$ East 39.77 feet to the point of ending thereof on said street line of Ramah Street, said point bearing North $87^{\circ}02'26''$ West and being 44.00 feet distant from Station 26+25.42 of said auxiliary base line "DD".

SECTION NO. 16

The sixteenth section of highway hereby laid out on behalf of the City of Springfield establishes a location for a widening of a portion of St. James Avenue on the westerly side thereof, and is bounded by the existing westerly street line of said street, by the existing northerly street line of Ramah Street and by the line described as follows:

Beginning at a point on the aforesaid street line of Ramah Street bearing North $86^{\circ}47'42''$ West and 44.00 feet distant from Station 26+75.42 of auxiliary base line "DD" hereinbefore described, and extending thence, leaving said street line, North $2^{\circ}57'34''$ East 162.44 feet to a point bearing North $87^{\circ}02'26''$ West and 44.00 feet distant from Station 28+38.04 of said auxiliary base line "DD"; thence by a curve to the right of 1200.00 feet radius 88.69 feet to a point bearing North $87^{\circ}02'26''$ West and 40.72 feet distant from Station 29+26.60 of said auxiliary base line "DD"; thence North $7^{\circ}11'38''$ East 235.35 feet to the point of ending thereof on the aforesaid street line of St. James Avenue, said point bearing North $87^{\circ}02'26''$ West and being 23.35 feet distant from Station 31+61.36 of said auxiliary base line "DD".

The location lines of the sections of highway hereby laid out on behalf of the City of Springfield are to be further defined by bounds set thereon at angle points, points of curvature and of the points of beginning and ending thereof where feasible.

An easement is hereby taken in the parcel of land hereinafter described as Parcel 13-RT-14, for the purpose of removing and/or demolishing a structure or portion thereof which is located partly within the limits of the fifteenth section of City highway hereinbefore described. Said easement is temporary in nature and is to be in effect only until such time as the aforesaid purpose for which it is taken shall have been accomplished. Said easement consists of the right to enter upon said land at any time during the effective period of the easement to remove and/or demolish a structure or portion thereof now located upon said land.

PARCEL 13-RT-14. A parcel of land supposed to be owned by Holly Realty Corp. bounded easterly and southerly by the location line of the fifteenth section of City highway hereinbefore described, and by the line connecting the following points: opposite Station 24+10.90 of auxiliary base line "DD" hereinbefore described, about 81 feet therefrom and on said location line; opposite Station 24+34 of said auxiliary base line "DD" and 27 feet from said location line, and opposite said Station 24+34 and on said location line.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, all of the land outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Springfield, County of Hampden, all of said land being taken in fee simple, the supposed owner of Parcel 13-88 shown

on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

For the purpose of laying out, constructing and maintaining the sections of City highway hereinbefore described, the Department of Public Works, on behalf of the City of Springfield, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, Parcels 13-28-C, and 13-31-C to 13-35-C inclusive, and does also take an easement in Parcel 13-d-1-C for highway purposes, shown on the plan hereinafter referred to, including all trees and structures located thereon, (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Springfield, County of Hampden, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The State highway hereby altered and laid out, the sections of City highway hereby laid out and the aforesaid takings are shown on a plan signed by Daniel S. Morgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City

of Springfield Hampden County Altered and laid out as a State highway by the Department of Public Works September 21, 1966 Scale: 80 feet to the inch," an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>PARCEL NO.</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
13-88	Harry S. & Rose V. Molikian	717 Square Feet
13-28-C	Frank E. Rackliffe	7002 Square Feet
13-31-C	Holly Realty Corp.	9838 Square Feet
13-32-C	Mormidas Laroche and Violet B. Sides	855 Square Feet
13-33-C	Sam M. and Mary E. Boyd	1980 Square Feet
13-34-C	Frank J. and Mary Krupa	4679 Square Feet
13-35-C	Paul T. Cummings, Inc.	61 Square Feet
13-E-1-C	The New York Central Railroad Company	1,18,958 Square Feet
13-RT-14	Holly Realty Corp.	---

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: That said way, as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of

the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted: That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out said sections of City way in accordance with said plan.

Dated at Boston this twenty-first day of September, 1966.

J. A. S.

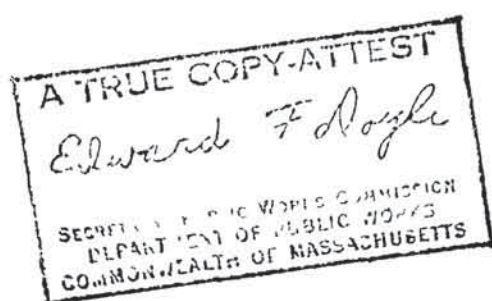
/s/ Edward J. Ribbs

/s/ Robert S. Foster

/s/ Anthony C. Rosselli

/s/ John D. Warner

MASSACHUSETTS
DEPARTMENT
OF
PUBLIC WORKS



1966

Springfield



STATE HIGHWAY LAYOUT #5617
I-91 layout.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 105 PAGES 23(a)-24(b).

Note: 4 of 5 sheets were recorded.

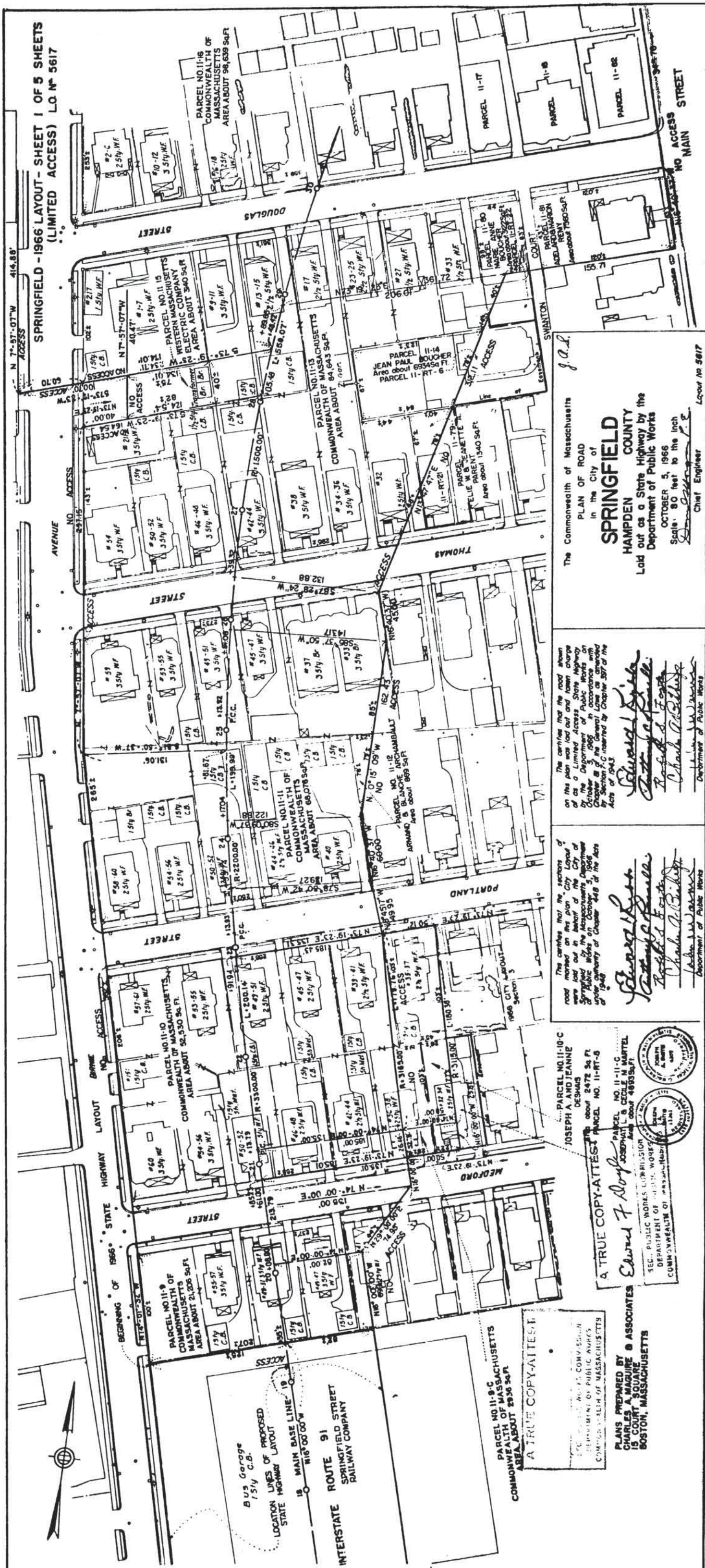
INDEXING

STATE HIGHWAY LAYOUT #5617

Image Info SH67025 Springfield

Image Info SH67025 I-91

SPRINGFIELD - SHEET 1 OF 5 SHEETS
(LIMITED ACCESS) L.O. NO. 5617



The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
SPRINGFIELD
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
OCTOBER 5, 1966
Scale: 80 feet to the inch
Chief Engineer
L.O. No. 5617

The certifying that the road shown
on this plan was laid out and approved
as a Limited Access State Highway
by the Department of Public Works
on October 5, 1966, in accordance with
Chapter 24A of the General Laws as amended
by Section 1-C inserted by Chapter 387 of the
Acts of 1943.

Edward F. Maguire
Charles A. Maguire
Department of Public Works

The certifying that the sections of
road marked on this plan as City Layout
were laid out in behalf of the City of
Springfield by the Massachusetts Department
of Public Works on October 5, 1966
under authority of Chapter 44B of the Acts
of 1948.

Edward F. Maguire
Charles A. Maguire
Department of Public Works

PARCEL NO. 11-10-C
JOSEPH A. AND JEANNE
DESMAR
about 2472 Sq. Ft.
A TRUE COPY-ATTEST
PARCEL NO. 11-11-C
JOSEPH A. AND JEANNE
DESMAR
about 4835 Sq. Ft.

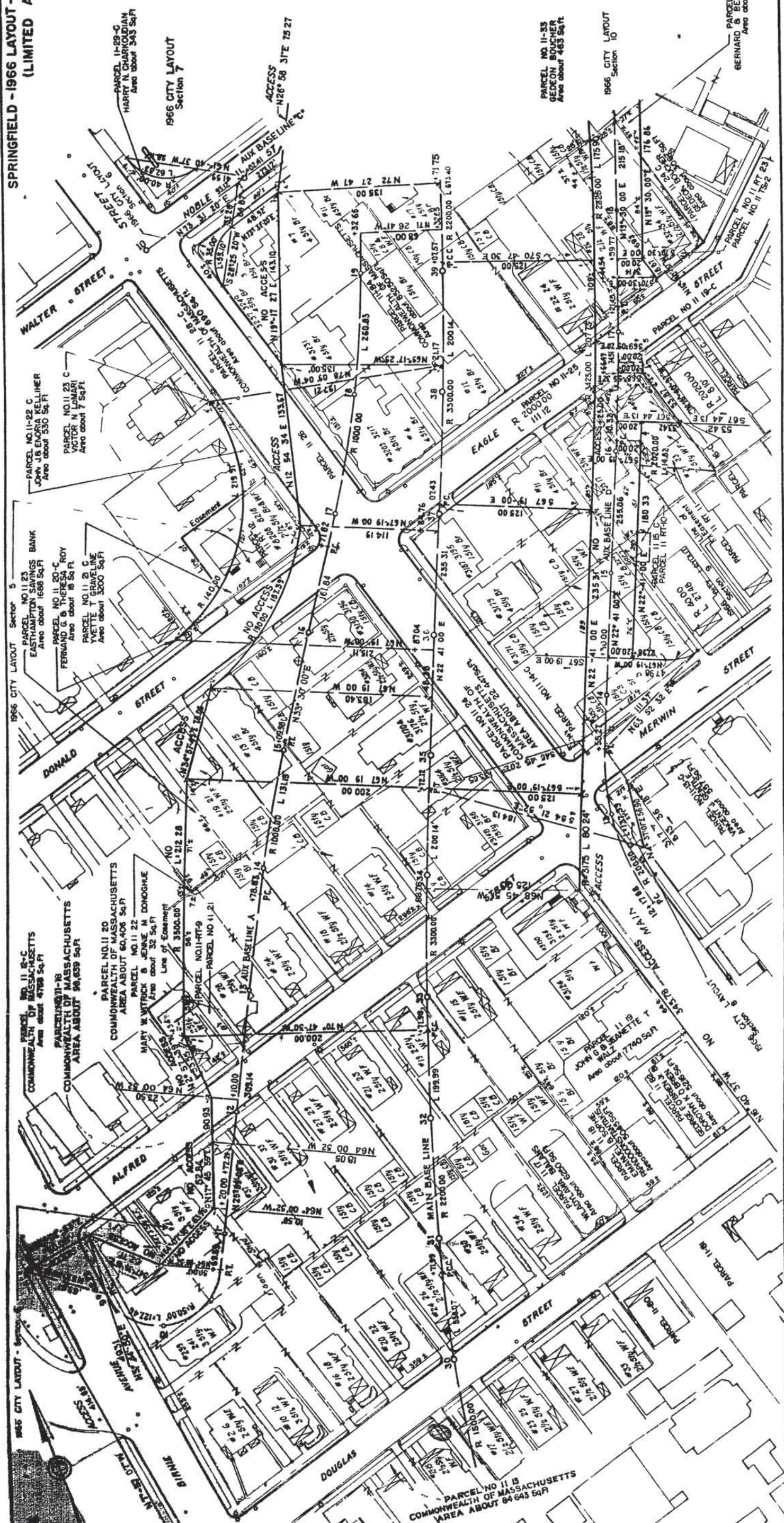
Edward F. Maguire
Charles A. Maguire
Department of Public Works

PLANS PREPARED BY
CHARLES A. MAGUIRE & ASSOCIATES
15 COURT SQUARE
BOSTON, MASSACHUSETTS

A TRUE COPY-ATTEST

27408
Hampden County Registry of Deeds

SPRINGFIELD - 1966 LAYOUT - SHEET 2 OF 5 SHEETS
(LIMITED ACCESS)



PARCEL NO.	SUPPOSED OWNER	Area about
11-14 C	COMMONWEALTH OF MASSACHUSETTS	9403 Sq. Ft.
11-15 C	GEORGETTE M. REMILLARD	198 Sq. Ft.
11-16 C	MARIE ANNE BOUCHER	2526 Sq. Ft.
11-17 C	LEOPOLD & JOAN H. ROY	19 Sq. Ft.
11-18 C	COMMONWEALTH OF MASSACHUSETTS	2780 Sq. Ft.
11-19 C	COMMONWEALTH OF MASSACHUSETTS	2780 Sq. Ft.
11-20 C	MELINDA & MARIE D. ST. PETER	2434 Sq. Ft.
11-21 C	GEORGETTE M. REMILLARD	2434 Sq. Ft.
11-22 C	GEORGETTE M. REMILLARD	2434 Sq. Ft.
11-23 C	MARIE ANNE BOUCHER	2434 Sq. Ft.
11-24 C	MARIE ANNE BOUCHER	2434 Sq. Ft.

PARCEL NO.	SUPPOSED OWNER	Area about
11-25 C	MARIE ANNE BOUCHER	2434 Sq. Ft.
11-26 C	MARIE ANNE BOUCHER	2434 Sq. Ft.
11-27 C	MARIE ANNE BOUCHER	2434 Sq. Ft.
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11-99 C	MARIE ANNE BOUCHER	2434 Sq. Ft.
11-100 C	MARIE ANNE BOUCHER	2434 Sq. Ft.

PARCEL NO. 11-25 C
BERNARD & BEATRICE WATSON
Area about 500 Sq. Ft.

PARCEL NO. 11-33
GEORGE BOUCHER
Area about 463 Sq. Ft.

PARCEL 11-29-C
HARRY N. CHARNOVIAN
Area about 345 Sq. Ft.

PARCEL NO. 11-22 C
JOHN J. ENORIA KELLNER
Area about 530 Sq. Ft.

PARCEL NO. 11-20-C
FERNAND G. & THERESA ROY
Area about 18 Sq. Ft.

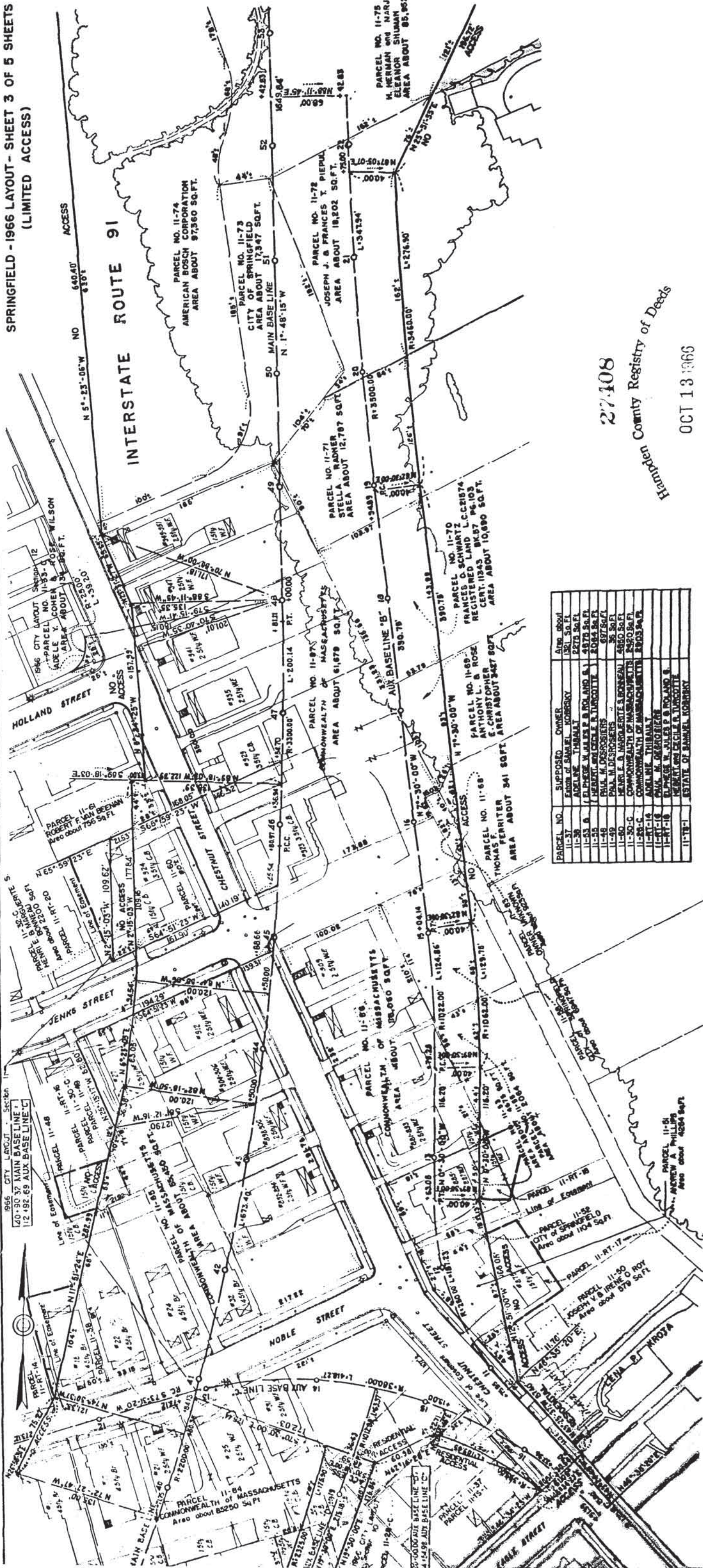
PARCEL NO. 11-20-C
COMMONWEALTH OF MASSACHUSETTS
Area about 4788 Sq. Ft.

PARCEL NO. 11-20-C
COMMONWEALTH OF MASSACHUSETTS
Area about 96,639 Sq. Ft.

PARCEL NO. 11-20-C
COMMONWEALTH OF MASSACHUSETTS
Area about 60,406 Sq. Ft.

PARCEL NO. 11-20-C
COMMONWEALTH OF MASSACHUSETTS
Area about 32 Sq. Ft.

SPRINGFIELD - 1966 LAYOUT - SHEET 3 OF 5 SHEETS
(LIMITED ACCESS)



PARCEL NO.	SUPPOSED OWNER	Area, about
11-37	FRANCIS O. SCHWARTZ	1201 Sq. Ft.
11-38	ABELINE THIBAUT	2275 Sq. Ft.
11-39	FRANCIS O. SCHWARTZ	4875 Sq. Ft.
11-40	FRANCIS O. SCHWARTZ	4875 Sq. Ft.
11-41	FRANCIS O. SCHWARTZ	4875 Sq. Ft.
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11-100	FRANCIS O. SCHWARTZ	4875 Sq. Ft.

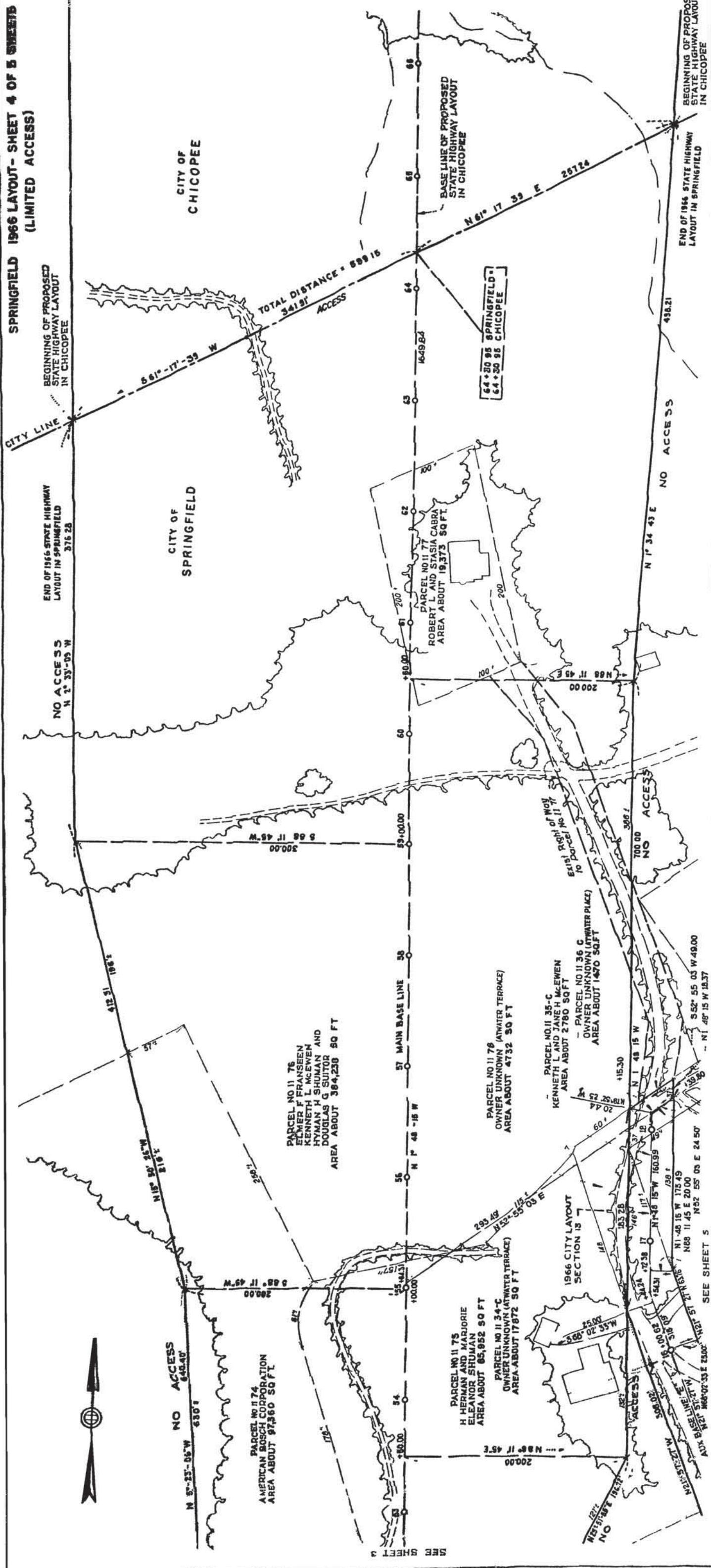
27408

Hamden County Registry of Deeds

OCT 13 1966

RECEIVED FOR RECORD

SPRINGFIELD 1966 LAYOUT - SHEET 4 OF 5 SHEETS
(LIMITED ACCESS)



1967

Springfield



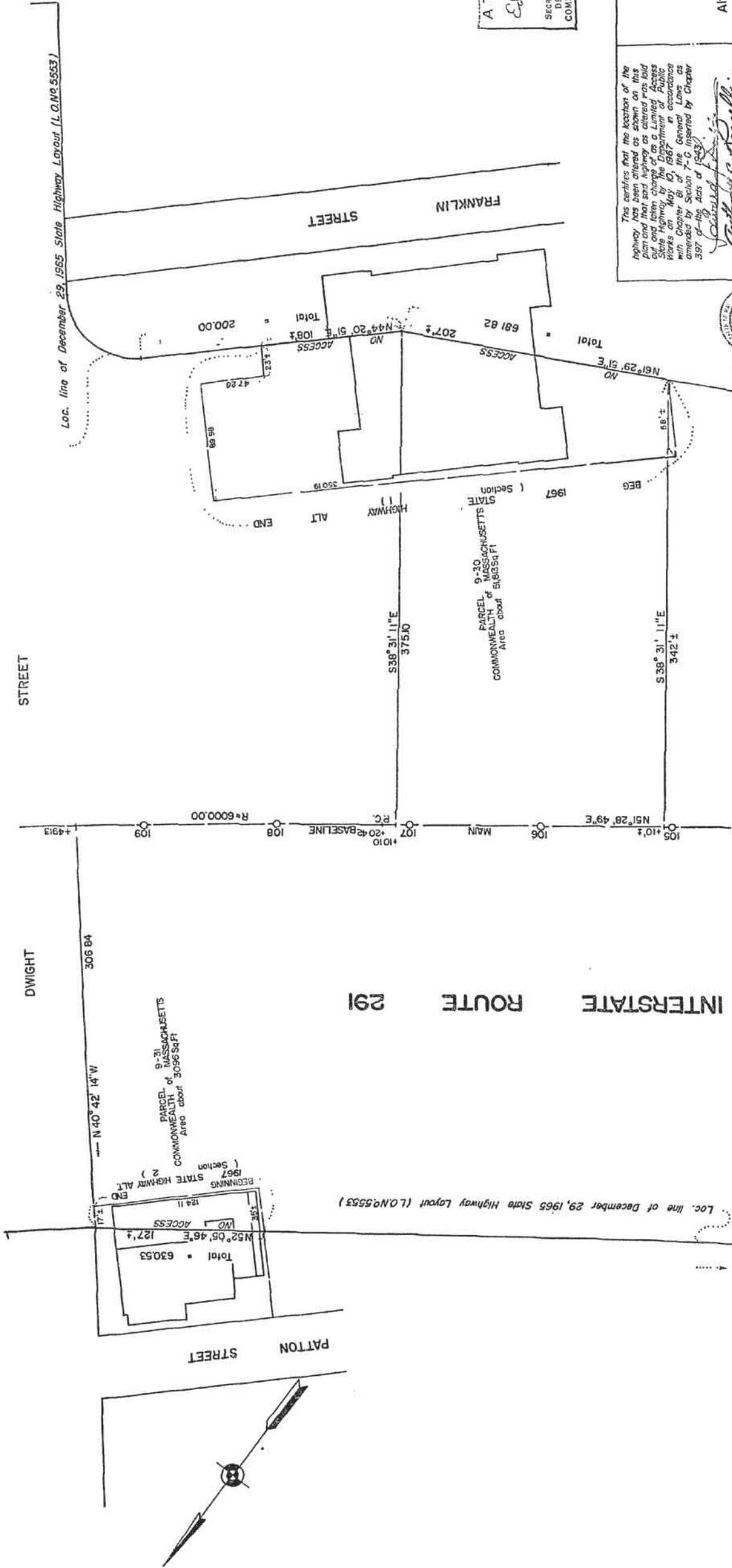
STATE HIGHWAY LAYOUT #5665
I-291, three alterations near Patton St., Leonard St., Franklin St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 108 PAGES 78(b)-78(b).

INDEXING

STATE HIGHWAY LAYOUT #5665

- Image Info** SH67026 Springfield
- Image Info** SH67026 Franklin Street
- Image Info** SH67026 I-291
- Image Info** SH67026 Leonard Street
- Image Info** SH67026 Patton Street



A TRUE COPY-ATTEST
Edward F. Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

The Commonwealth of Massachusetts
PLAN OF ROAD
In the City of

SPRINGFIELD
HAMPDEN COUNTY

Altered and laid out as a State Highway by the
Department of Public Works
MAY 10, 1967

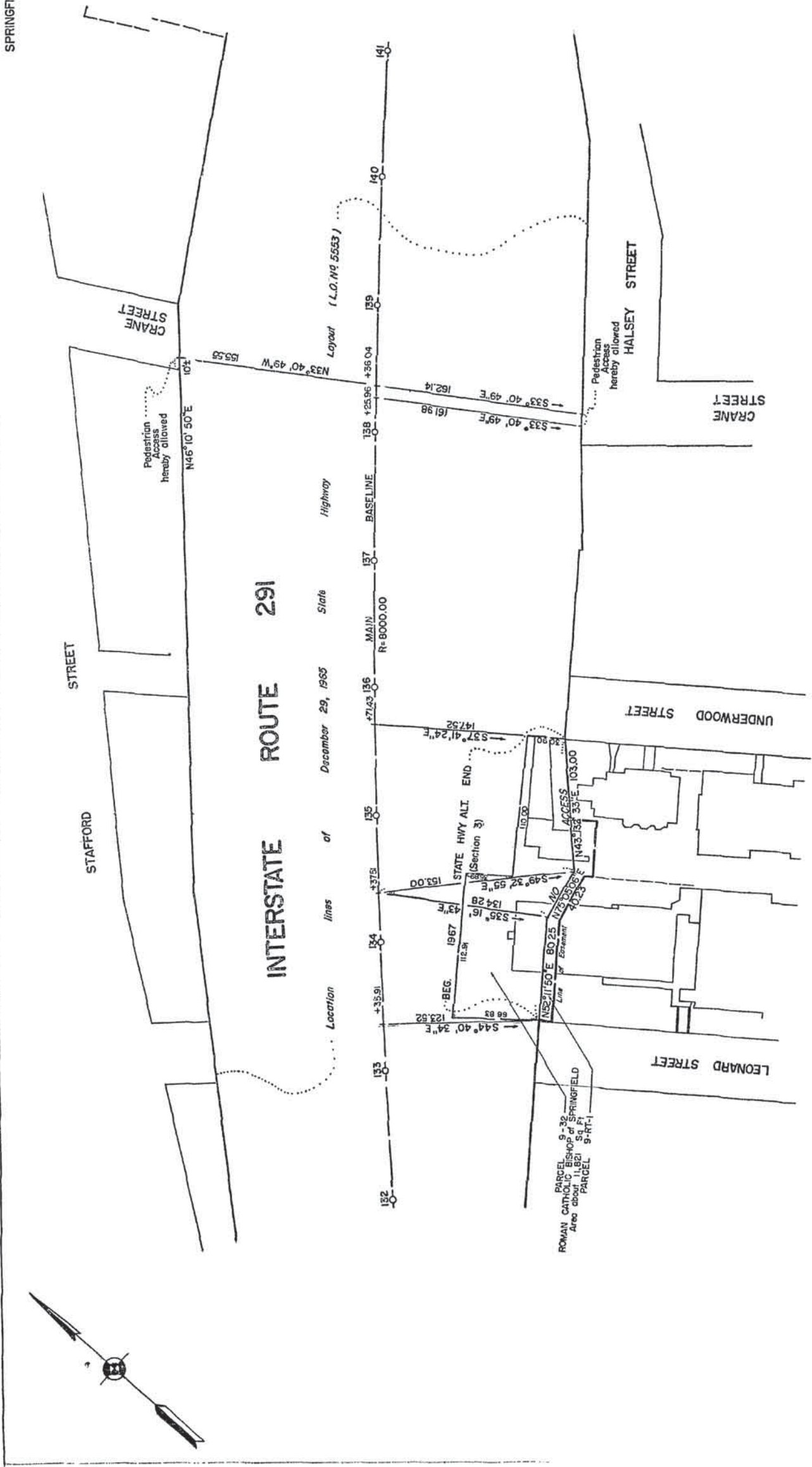
Scale: 80 feet to the inch
D. W. Doyle, P.E.
Chief Engineer

This certifies that the location of the
highway has been altered as shown on this
plan and that the same has been approved
and taken charge of by the Department of
Public Works on May 10, 1967 in accordance
with Chapter 81 of the General Laws as
amended by Section 7-C inserted by Chapter
397 of the Acts of 1953.

D. W. Doyle, P.E.
Chief Engineer



Department of Public Works





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

May 10, 1967

Springfield
L.O. No. 5665 &
Order of Taking

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of May 10, 1967, alter the location of a section of State highway laid out in City of Springfield in the year 1965 and has laid out three sections in the City of Springfield.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway ^{with limited access provisions} as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle
EDWARD F. DOYLE

Secretary.

~~Registered Mail~~

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---ooOoo---

Layout No. 5665
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of December 29, 1965 (Layout No. 5553) lay out and take charge of as a limited access State highway a road in the City of Springfield, County of Hampden being known as Interstate Route 291 as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said City of Springfield; and

Whereas, it now appears advisable to make certain changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, with limited access provisions as hereinafter described.

The alteration is made within three sections and consists of widening, with limited access provisions portions of the aforesaid State highway location and of revising the limited access provisions of portions of the location lines thereof.

The stations hereinafter referred to are points on the main base line of location of the aforesaid 1965 State highway layout.

- Section One -

The location line of the first section of the State highway as hereby altered and laid out begins at a point on the southeasterly location line of the

aforesaid 1965 State highway layout, said point bearing south $38^{\circ}31'11''$ east and being about 342 feet distant from about station 105+10; and extends thence, leaving said location line north $61^{\circ}29'51''$ east, about 207 feet to a point bearing south $38^{\circ}31'11''$ east and 375.10 feet distant from station 107+10.10; thence north $44^{\circ}20'51''$ east about 108 feet to the point of ending thereof again on said 1965 location line.

Section Two

The location line of the second section of the State highway as hereby altered and laid out begins at a point on the northwesterly location line of the aforesaid 1965 State highway layout, as shown on plan, and extends thence, leaving said location line, north $52^{\circ}05'46''$ east about 127 feet to the point of ending thereof again on said location line, said point bearing north $40^{\circ}42'14''$ west and being 306.84 feet distant from station 109+49.13.

Section Three

The location line of the third section of the State highway as hereby altered and laid out begins at a point on the southeasterly location line of the aforesaid 1965 State highway layout, said point bearing south $44^{\circ}40'34''$ east and being 123.52 feet distant from Station 133+35.91 and extends thence, leaving said location line north $52^{\circ}11'50''$ east 80.25 feet to a point bearing south $35^{\circ}16'43''$ east and 134.28 feet distant from station 134+37.51; thence north $75^{\circ}05'06''$ east 40.23 feet to a point bearing south $49^{\circ}32'55''$ east and 153.00 feet distant from said station 134+37.51; thence north $43^{\circ}32'33''$ east 103.00 feet to the point of ending thereof, again on said location line, said point bearing south $37^{\circ}41'24''$ east and being 147.52 feet distant from station 135+71.43.

The location lines of the sections of the State highway hereby altered and laid out are to be further defined by bounds set thereon at angle points and at the points of beginning and ending thereof where feasible.

(1) The right of access to and egress from the State highway location is limited, and neither access thereto nor egress therefrom is allowed across the location lines of the sections thereof altered and laid out as hereinbefore described for their entire lengths.

(2) The restriction of access-egress imposed under the aforesaid 1965 State highway layout is hereby voided insofar as applicable to that portion of the southeasterly location line thereof extending between the points of beginning and ending of the third section of the alteration hereinbefore described.

(3) The limited access provisions of the aforesaid 1965 State highway layout are hereby revised to allow access to and egress from said location for pedestrian purposes only, by means of an overpass:

(a) Across the southeasterly location line between a point thereon bearing south $33^{\circ}40'49''$ east and 161.98 feet distant from station 138+25.96 and a point thereon bearing south $33^{\circ}40'49''$ east and 162.14 feet distant from station 138+36.04.

(b) Across the northwesterly location line between a point thereon bearing north $33^{\circ}40'49''$ west and 155.55 feet distant from station 138+36.04 and a point thereon bearing south $46^{\circ}10'50''$ west and about 10 feet distant as measured along said location line from the first described point.

Items 1 and 3 of the aforesaid access-egress items are shown on the plan hereinafter referred to.

An easement is hereby taken in the parcel of land hereinafter described as Parcel 9-RT-1 for the purpose of removing and/or demolishing structures or portions thereof which are located partly within the limits of the State highway location hereinbefore described. Said easement consists of the right to enter upon said land at any time during the effective period of easement to remove and/or demolish structures or portions of structures now located on said land. Said easement is temporary in nature and is to be in

effect only until such time as the aforesaid purpose for which it is taken shall have been accomplished.

Parcel 9-RT-1 A parcel of land supposed to be owned by the Roman Catholic Bishop of Springfield, adjoining the location line of Section 3 of the State highway altered/^{and} laid out as heretofore described, bounded by said location line and by the line connecting the following points; opposite station 133+35.91 and on said location line; opposite about station 133+34 and about 10 feet from said location line; opposite station 134+13 and 10 feet from said location line; opposite station 134+47 and 10 feet from said location line; opposite said station 134+47 and 16 feet from said location line; opposite station 134+93 and 20 feet from said location line; and opposite station 134+96 and on said location line.

The location of the above described easement is more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, all of the land, not already owned by the Commonwealth of Massachusetts, outside the limits of the existing public way or ways and within the limits of the layout heretofore described, including all trees and structures located thereon, (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Springfield, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 9-30 to 9-32 inclusive/^{shown} on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or

upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works, and on file in its office said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Altered and laid out as a State highway by the Department of Public Works May 10, 1967 Scale: 80 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
9-30	Commonwealth of Massachusetts	51,813 Square Feet
9-31	Commonwealth of Massachusetts	3,096 Square Feet
9-32	Roman Catholic Bishop of Springfield	11,821 Square Feet
9-RT-1	Roman Catholic Bishop of Springfield	-----

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: That said way, as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority

of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this tenth day of May, 1967.

J.A.S.

/s/ Edward J. Ribbs

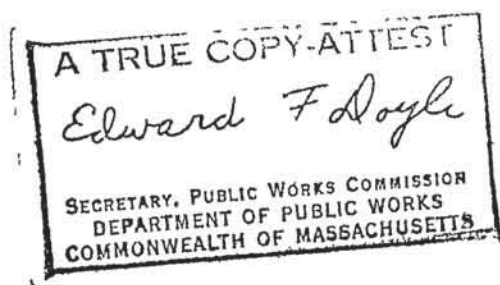
/s/ Anthony C. Rosselli

/s/ Charles A. Bisbee, Jr.

DEPARTMENT

OF

PUBLIC WORKS



1967

Springfield



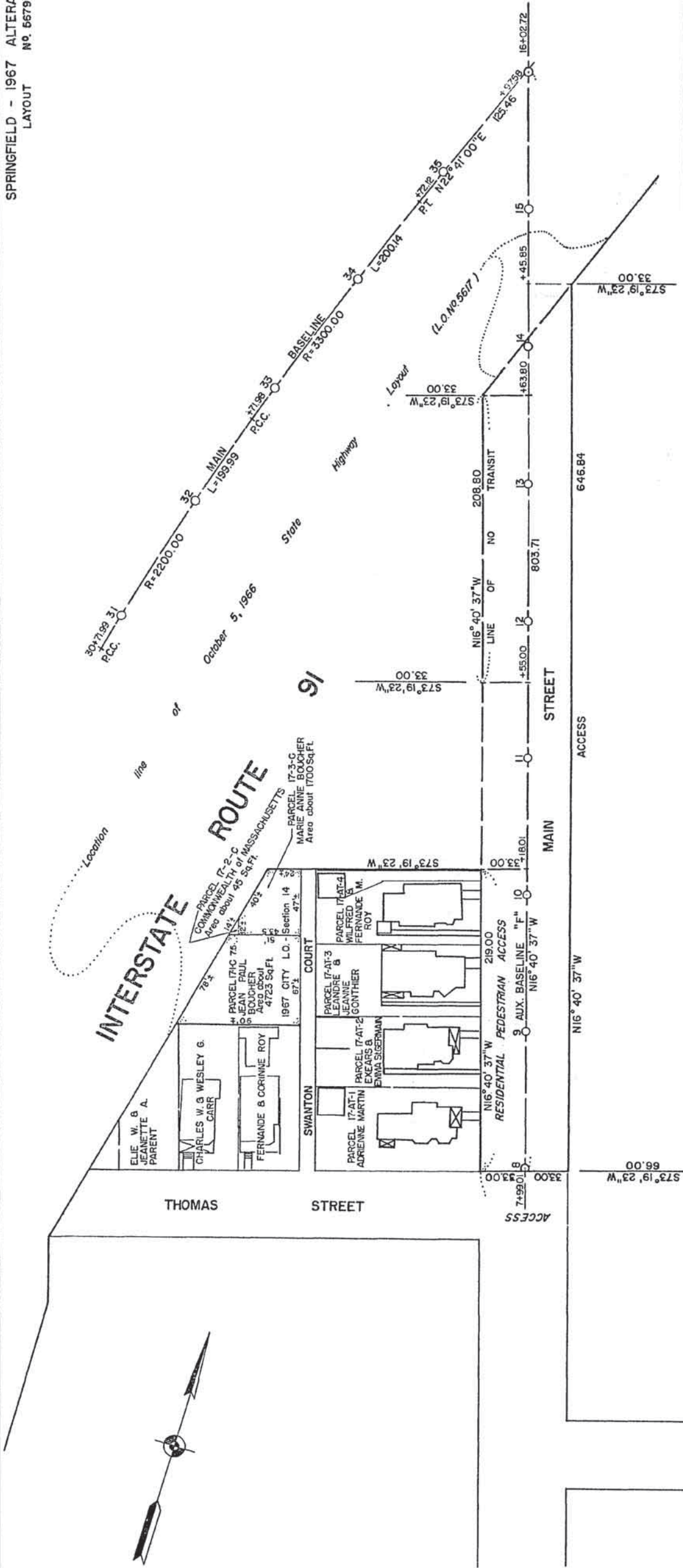
STATE HIGHWAY LAYOUT #5679
I-91, relocation over Main St. near Thomas St.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 108 PAGES 55(a).

INDEXING

STATE HIGHWAY LAYOUT #5679

- Image Info** SH67027 Springfield
- Image Info** SH67027 I-91
- Image Info** SH67027 Main Street
- Image Info** SH67027 Thomas Street



This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on May 3, 1967, in accordance with Chapter 80B, Section 70C, General Laws of the Commonwealth, as amended by Chapter 397 of the Acts of 1948.

Edward F. Doyle
Secretary, Public Works Commission
Department of Public Works
Commonwealth of Massachusetts

This certifies that the section of road marked on this plan "City Layout" was laid out in behalf of the City of Springfield by the Massachusetts Department of Public Works on May 3, 1967, under authority of Chapter 44B of the Acts of 1948.

Anthony A. Pazzella
Charles A. Pazzella
John W. Pazzella
Department of Public Works

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on May 3, 1967, in accordance with Chapter 80B, Section 70C, General Laws of the Commonwealth, as amended by Chapter 397 of the Acts of 1948.

Anthony A. Pazzella
Charles A. Pazzella
John W. Pazzella
Department of Public Works



A TRUE COPY-ATTEST
Edward F. Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
SPRINGFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
MAY 3, 1967
Scale: 80 feet to the inch
Anthony A. Pazzella
Chief Engineer
Layout No. 6679



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Springfield
L.O. No. 5679 &
Order of Taking

May 3, 1967

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts
Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of May 3, 1967, alter the location of a section of State highway laid out in City of Springfield in the year 1966, and has laid out a section of said way on behalf of the City of Springfield.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered ^{with limited access provisions} in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,
Edward F. Doyle
EDWARD F. DOYLE

Secretary.

~~Registered May 11~~

100 Nashua Street, Boston 14

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Layout No. 5679
and Order of Taking

WHEREAS, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of October 5, 1966 (Layout No. 5617) layout and take charge of as a limited access State highway, a road in the City of Springfield, County of Hampden, being known as Interstate Route 91, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said City of Springfield; and

WHEREAS, it now appears advisable to make certain changes in the location lines of said State highway;

Now, therefore, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should layout and take charge of said State highway, as altered, with limited access provisions, as hereinafter described.

The alteration consists of widening the aforesaid State highway location on the easterly side thereof to include a portion of Main Street, and is more fully described as follows:

Auxiliary baseline "F" begins at a point in the existing roadway of Main Street, shown on plan as station 7+99.01 and extends thence north $16^{\circ}40'37''$ west, 803.71 feet to the point of ending thereof, on the main baseline of location of the aforesaid layout number 5617, shown on plan as station 16+02.72, said point being identical with station 35+97.58 of said main baseline.

The stations hereinafter referred to are points on said auxiliary baseline "F".

The easterly location line of the October 5, 1966 State highway layout as hereby altered and laid out begins at a point on said location line marking the junction therewith of the existing westerly street line of Main Street, said point bearing south $73^{\circ}19'23''$ west and being 33.00 feet distant from station 10+18.01, and extends thence, leaving said location line and following said street line south $16^{\circ}40'37''$ east 219.00 feet to a point at the junction therewith of the northerly street line of Thomas Street said point bearing south $73^{\circ}19'23''$ west and being 33.00 feet distant from station 7+99.01; thence north $73^{\circ}19'23''$ east, crossing Main Street, 66.00 feet to a point on the existing easterly street line of Main Street, said point bearing north $73^{\circ}19'23''$ east and being 33.00 feet distant from station 7+99.01; thence following said street line north $16^{\circ}40'37''$ west, 646.84 feet to the point of ending thereof, again on said easterly location line, said point bearing north $73^{\circ}19'23''$ east and being 33.00 feet distant from station 14+45.85.

The location line of the State highway altered and laid out as hereinbefore described is to be further defined by bounds set thereon at angle points and at the points of beginning and ending thereof.

The right of access to and egress from the State highway location is limited, being allowed across the easterly location line thereof, altered and laid out as hereinbefore described, only as follows:

(1) Free access to and egress from said location is allowed between a point on said location line bearing south $73^{\circ}19'23''$ west and 33.00 feet distant from station 7+99.01 and a point thereon bearing north $73^{\circ}19'23''$ east and 33.00 feet distant from station 14+45.85.

(2) Access to and egress from said location is permitted across said location line to pedestrians only and only for residential purposes between a point thereon bearing south $73^{\circ}19'23''$ west and 33.00 feet distant from station 7+99.01, and a point thereon bearing south $73^{\circ}19'23''$ west and 33.00 feet distant from station 10+18.01.

Restrictions of access to and egress from the State highway imposed under the aforesaid October 5, 1966 State highway layout are hereby voided insofar as applicable to that portion of the easterly location line thereof between a point thereon bearing south $73^{\circ}19'23''$ west and 33.00 feet distant from station 10+18.01 and a point thereon bearing south $73^{\circ}19'23''$ west and 33.00 feet distant from station 13+63.80.

A line across which transit is not allowed is hereby established within the location of the State highway altered and laid out as hereinbefore described, and begins at a point bearing south $73^{\circ}19'23''$ west and 33.00 feet distant from station 11+55.00 and extends thence north $16^{\circ}40'37''$ west 208.80 feet to the point of ending thereof, bearing south $73^{\circ}19'23''$ west and 33.00 feet distant from station 13+63.80.

The above described access-egress items are indicated on the plan hereinafter referred to.

In connection with the alteration and laying out of the State highway location as hereinbefore described, it is necessary to layout a section of highway on behalf of the City of Springfield, and said section of highway shown on the plan hereinafter referred to as Section 14 is hereby so laid out under the provisions of Chapter 448 of the Acts of 1948, and is described as follows:

The section of highway hereby laid out on behalf of the City of Springfield established a location for a cul-de-sac on the westerly side of Swanton Court adjoining the easterly location line of the aforesaid State highway layout and is bounded westerly and northerly by said State highway location about 132 feet and about 24 feet respectively; easterly by Swanton Court about 114 feet; and southerly by land now or formerly of Fernande and Corinne Roy, by land now or formerly of Charles W. and Wesley G. Carr, and by land now or formerly of Elie W. and Jeanette A. Parent a total of about 90 feet.

The location line of the section of highway hereby laid out on behalf of the City of Springfield is to be further defined by bounds set thereon wherever feasible.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, the rights of access to and egress from an existing public way from owners of land abutting Main Street, (except as noted in Item 2 of the access-egress items, hereinbefore described) in the locations indicated on the plan hereinafter referred to as Parcels 17-AT-1, 17-AT-2, 17-AT-3 and 17-AT-4, the supposed owners of said land being set forth in the schedule hereinafter contained and shown on said plan.

For the purpose of laying out, constructing and maintaining the section of City highway hereinbefore described, the Department of Public Works, on behalf of the City of Springfield, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, Parcels 17-1-C and 17-3-C, shown on the plan hereinafter referred to, including all trees and structures located thereon, (not, however, including wires, cables, poles, towers, lines and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Springfield, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The State highway hereby altered and laid out, the section of City highway hereby laid out and the aforesaid takings are shown on a plan signed by Daniel S. Morgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County

Altered and laid out as a State Highway by the Department of Public Works.

May 3, 1967, Scale: 80 feet to the inch," an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield .

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>PARCEL NO.</u>	<u>SUPPOSED OWNER</u>	<u>AREA</u>
17-AT-1	Adrienne Martin	
17-AT-2	Excars and Irma St. Germain	
17-AT-3	Leandro and Jeanne Gonthier	
17-AT-4	Wilfred and Fernande H. Roy	
17-1-C	Jean Paul Boucher	1723 sq.ft.
17-2-C	Commonwealth of Massachusetts	45 sq. ft.
17-3-C	Marie Ann Boucher	1700 sq. ft.

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: That said way as altered, as described herein and as described and shown on said plan be and the same is hereby laid out and taken charge of by the Commonwealth, that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County, and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said

Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted, That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office at the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out said section of City way in accordance with said plan.

Dated at Boston this third day of May, 1967.

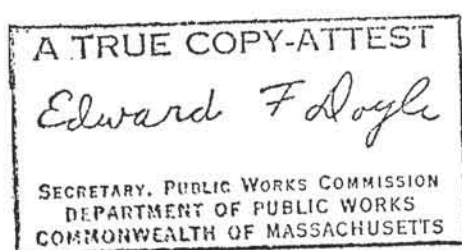
J.A.S.

DEPARTMENT

/s/ Anthony C. Rosselli OF

/s/ Charles A. Bisbee, Jr. PUBLIC WORKS

/s/ John D. Warner



1967

Springfield



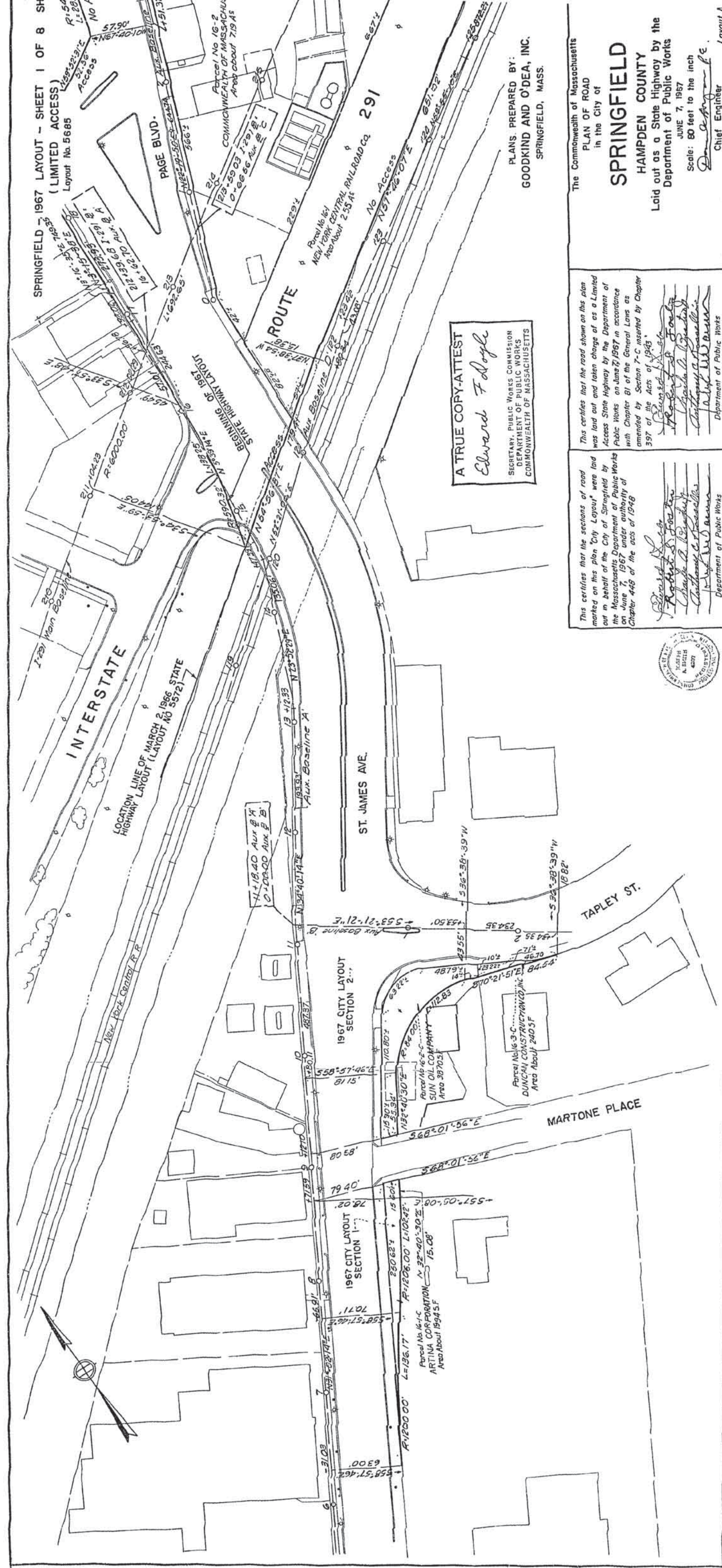
**STATE HIGHWAY LAYOUT #5685
I-291, St. James Ave. to Roosevelt Ave.**

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 108 PAGES 123(a)-126(b).

INDEXING

STATE HIGHWAY LAYOUT #5685

- Image Info** SH67028 Springfield
- Image Info** SH67028 I-291
- Image Info** SH67028 Roosevelt Avenue
- Image Info** SH67028 St. James Avenue



SPRINGFIELD - 1967 LAYOUT - SHEET 1 OF 8 SH
(LIMITED ACCESS)
Layout No. 5685

PLANS PREPARED BY:
GOODKIND AND O'DEA, INC.
SPRINGFIELD, MASS.

A TRUE COPY-ATTEST
Edward F. Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
SPRINGFIELD
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
JUNE 7, 1967
Scale: 80 feet to the inch
Chief Engineer

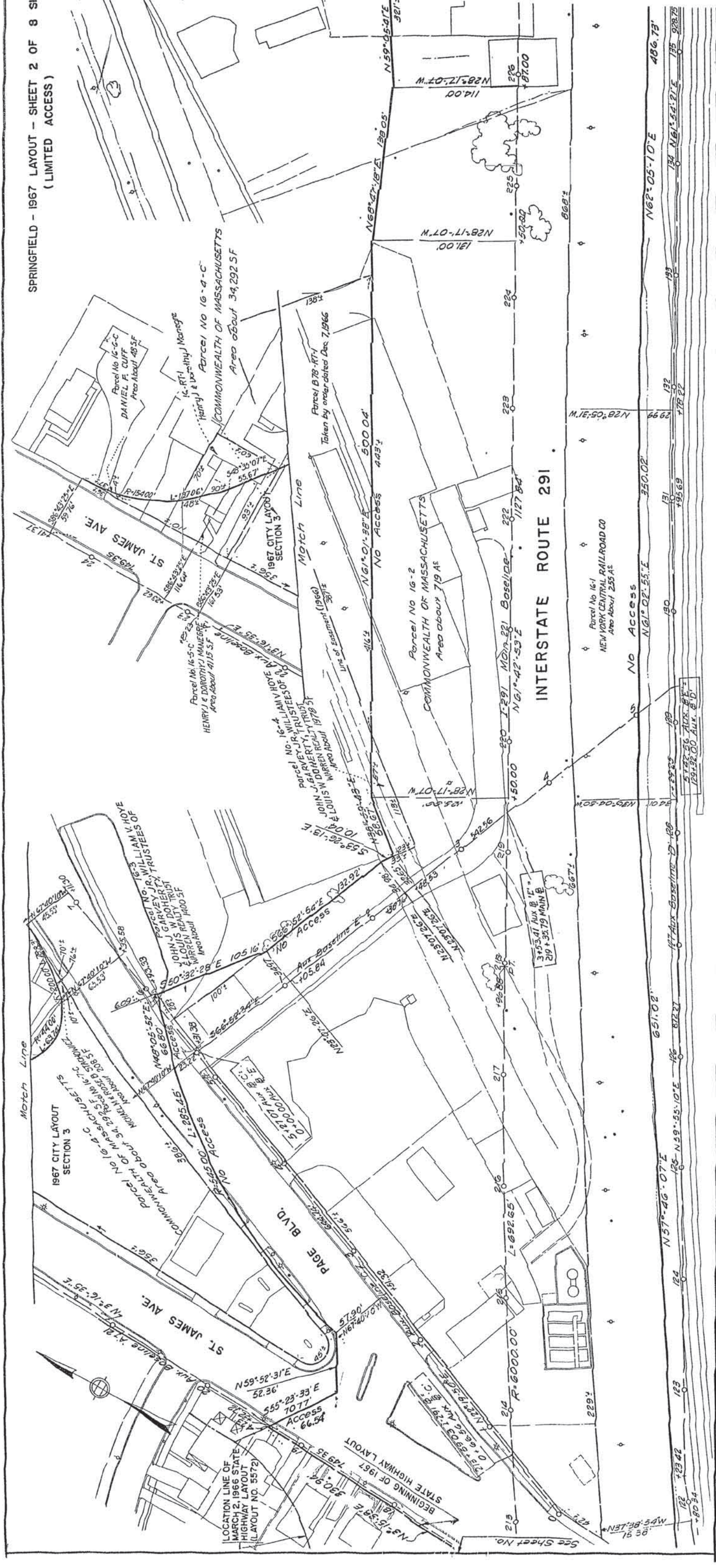
This certifies that the sections of road marked on this plan "City Layout" were laid out in behalf of the City of Springfield by the Massachusetts Department of Public Works on June 7, 1967 under authority of Chapter 44B of the acts of 1948

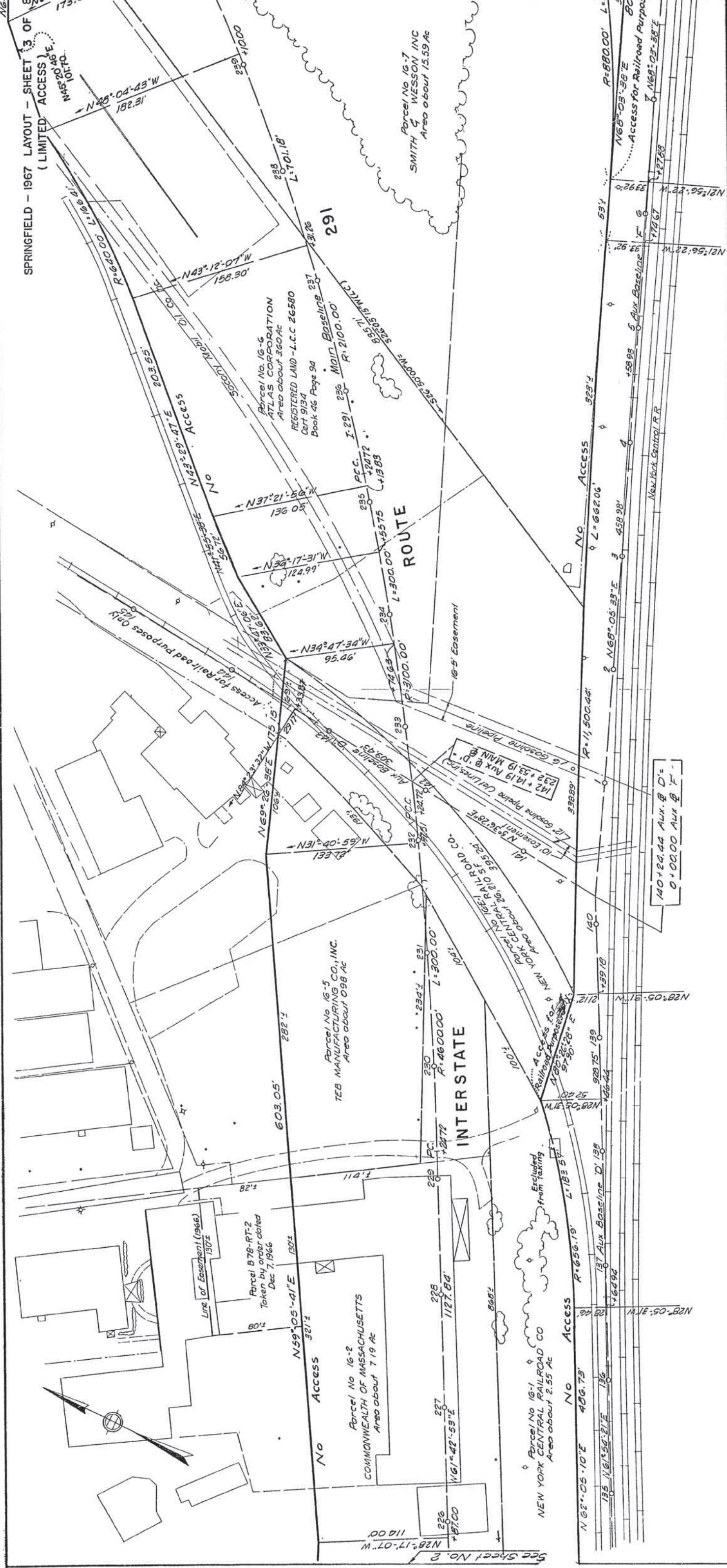
This certifies that the road shown on this plan was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on June 7, 1967 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1963.

Robert S. Foster
Charles D. Bradley
Anthony C. Scavelli
Department of Public Works

Robert S. Foster
Charles D. Bradley
Anthony C. Scavelli
Department of Public Works







Parcel No 16-7
SMITH & WESSON INC
Area about 15.59 Ac

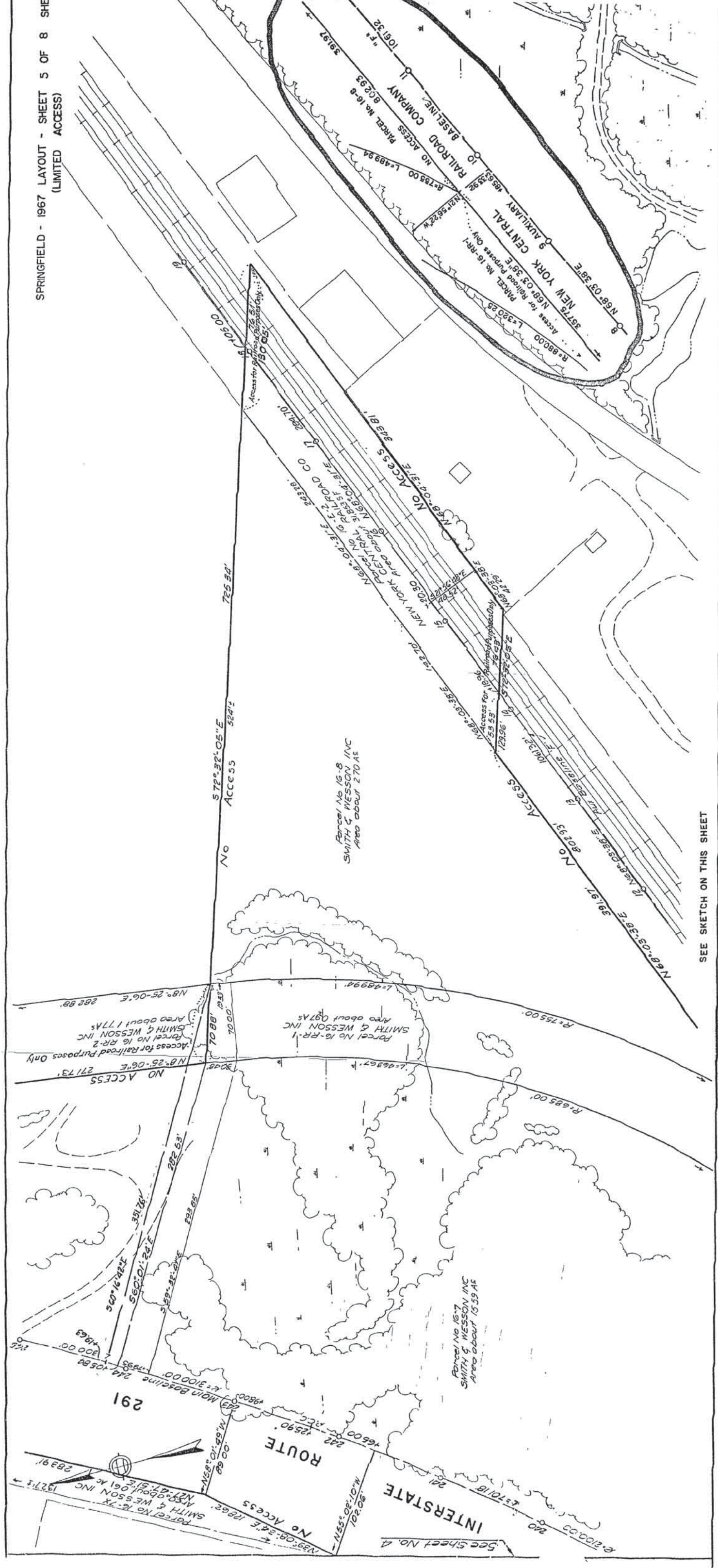
Parcel No 16-6
ATLAS CORPORATION
Area about 360 Ac
REGISTERED LAND - L.C.C. 26380
Cert 9134
Book 46 Page 94

Parcel No 16-5
TEB MANUFACTURING CO., INC.
Area about 098 Ac

Parcel No 16-2
COMMONWEALTH OF MASSACHUSETTS
Area about 7.19 Ac

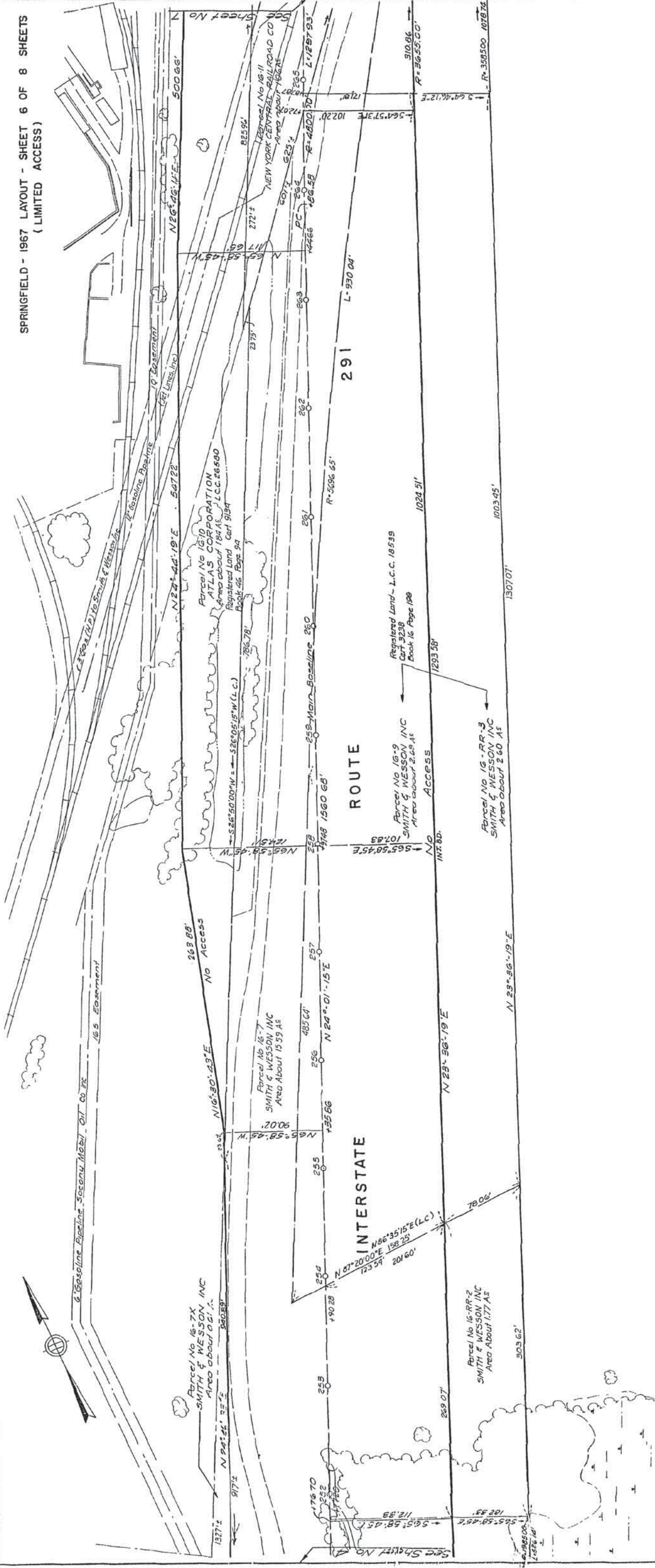
Parcel No 16-1
NEW YORK CENTRAL RAILROAD CO
Area about 2.55 Ac

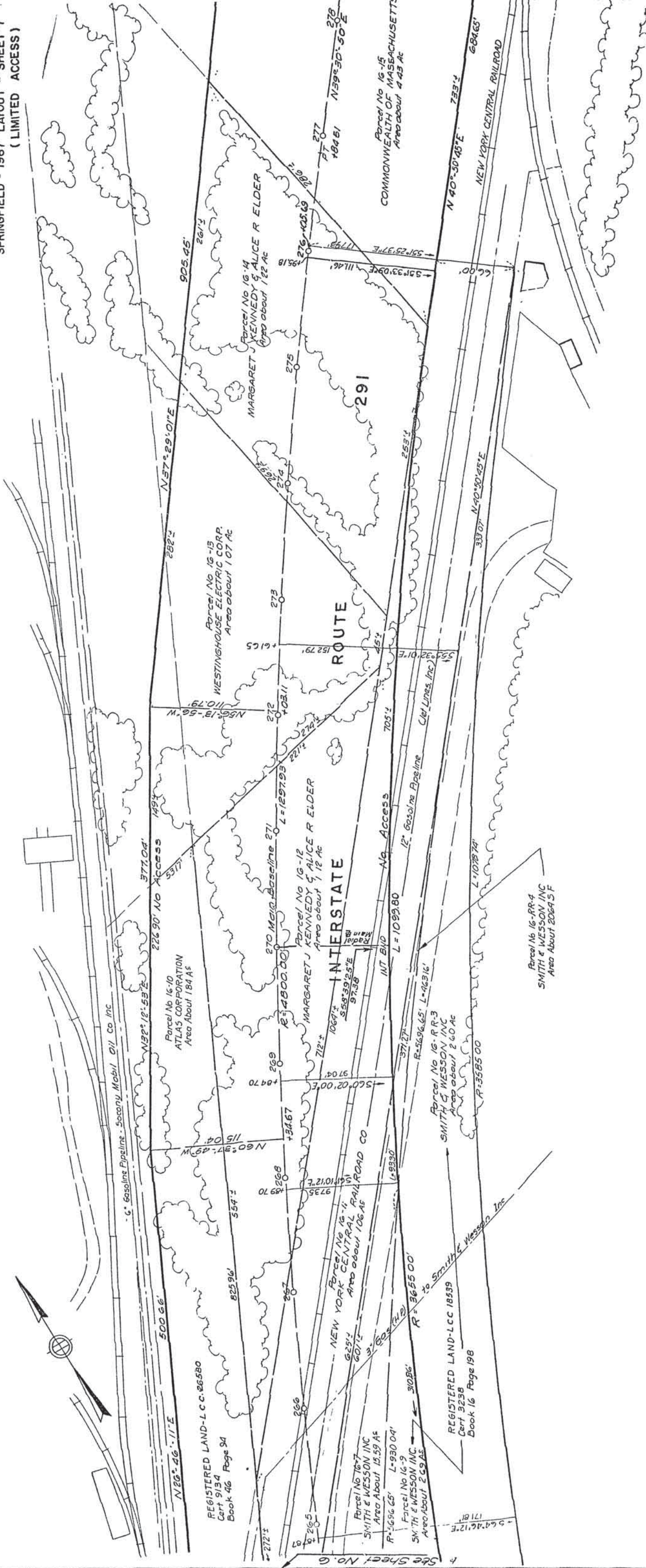
140+24.44 AUX. @ D' =
0+00.00 AUX. @ F' =

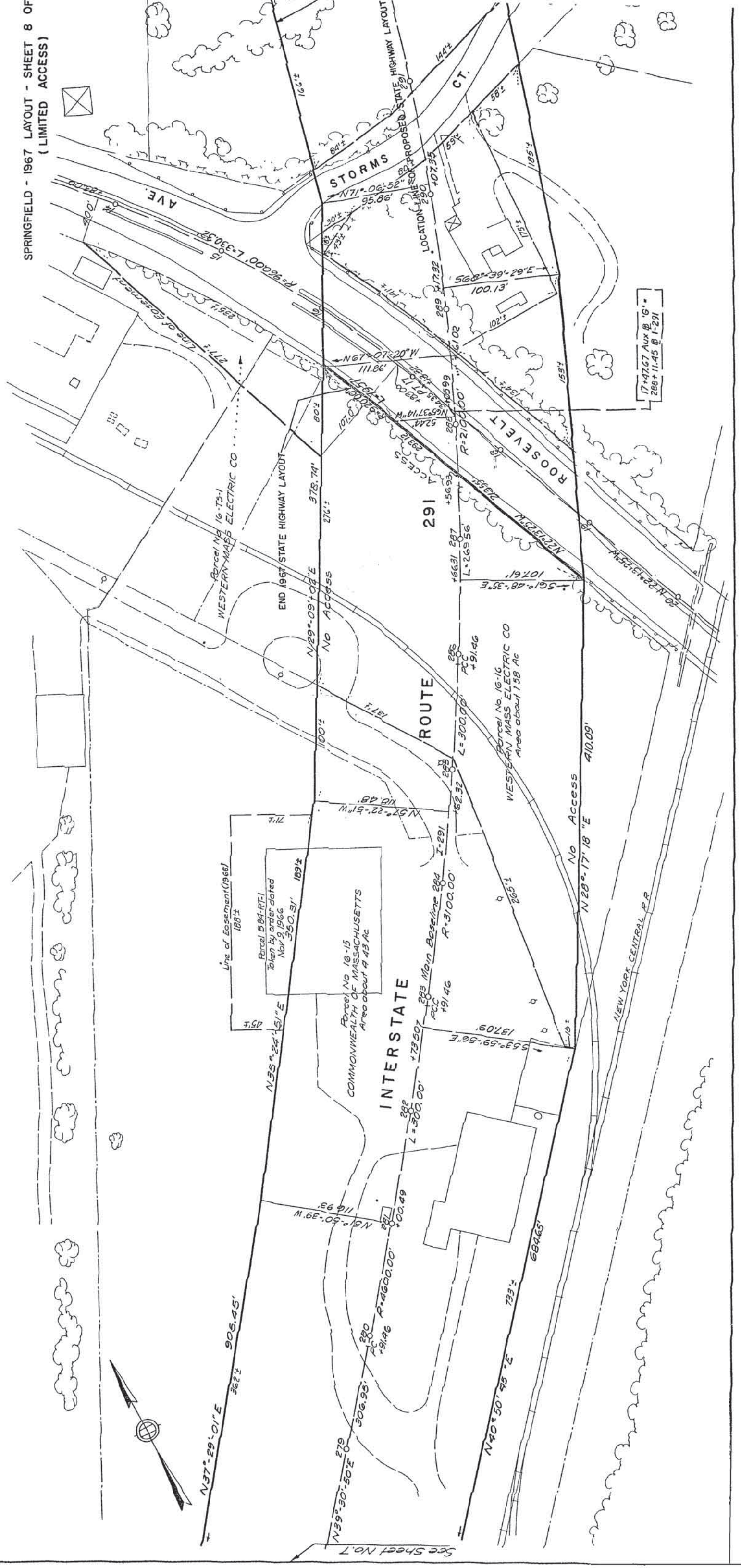


SEE SKETCH ON THIS SHEET

SPRINGFIELD - 1967 LAYOUT - SHEET 6 OF 8 SHEETS
(LIMITED ACCESS)







THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Layout No.
5685

Layout No. 5685

and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on June 1, 1960, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State highway, a road in the City of Springfield, County of Hampden.

The layout consists of establishing a State highway location on new location, with limited access provisions, for a portion of Interstate Route 291, beginning at the westerly street line of St. James Avenue, at the northeasterly end of the March 2, 1966 State Highway Layout (Layout No. 5572) in said City of Springfield and extending thence northeasterly crossing rights of way of the New York Central Railroad Co., at other than grade, near station 232 of the main baseline hereinafter described, and between about stations 14 and 18 of auxiliary baseline "F" hereinafter described, about 1.42 miles to the westerly street line of Roosevelt Avenue, and is more fully described as follows:

The main baseline of location for the State highway hereby laid out begins at a point on the main baseline of location of the aforesaid 1966 State highway layout No. 5572, shown of plan as station 211 + 04.23 and extends thence in part following said 1966 main baseline, northeasterly by a curve to the right of 6000.00 feet radius, 692.65 feet; thence N 61°42'53" E, 1127.84 feet; thence by a curve to the left of

11672

4600.00 feet radius, 300.00 feet; thence by another curve to the left of 3100.00 feet radius, 300.00 feet; thence by another curve to the left of 2100.00 feet radius, 701.18 feet; thence by another curve to the left of 3100.00 feet radius, 300.00 feet; thence once again by a curve to the left of 4600.00 feet radius, 300.00 feet; thence N 24°01'15" E, 1560.68 feet; thence by a curve to the right of 4800.00 feet radius, 1297.93 feet; thence N 39°30'50" E, 306.95 feet; thence by a curve to the left of 4600.00 feet radius, 300.00 feet; thence by another curve to the left of 3100.00 feet radius, 300.00 feet; thence once again by a curve to the left of 2100.00 feet radius, 269.56 feet to the point of ending thereof, shown on plan as station 288 + 61.02. The length of the State highway hereby laid out is about 7520 feet.

An auxiliary baseline 'A' begins at a point in the sidewalk on the northwesterly side of St. James Avenue, shown on plan as station 6 + 31.03 and extends thence N 31°02'14" E, 487.37 feet; thence N 34°40'14" E, 193.93 feet; thence N 23°52'29" E, 135.06 feet; thence N 5°39'14" E, 244.63 feet; thence N 3°16'35" E, 749.35 feet to the point of ending thereof, in the existing sidewalk on the westerly side of said St. James Avenue, shown on plan as station 24+41.37.

Note: Station 16+62.70 of auxiliary baseline 'A' is identical with station 212 + 39.68 of the main baseline hereinbefore described.

An auxiliary baseline 'B' begins at a point shown on plan as station 0 + 00.00, said point being identical with station 11 + 18.40 of auxiliary baseline 'A', hereinbefore described and extends thence S 53° 21'21" E, 234.35 feet to the point of ending thereof in the existing roadway of Tapley Street, shown on plan as station 2 + 34.35.

An auxiliary baseline 'C' begins at a point in the sidewalk on the easterly side of Page Boulevard, shown on plan as station 0 + 66.56,

said point being identical with station 213 + 59.03 of the main baseline hereinbefore described, and extends thence N 22°19'50" E, 644.74 feet to the point of ending thereof in the existing roadway of said Page Boulevard, shown on plan as station 7 + 11.30.

An auxiliary baseline 'D' begins at a point shown on plan as station 121 + 80.34 and extends thence N 52°21'06" E, 43.08 feet; thence N 59°55'10" E, 872.27 feet; thence N 61°54'21" E, 928.75 feet; thence N 5°36'28" E, 309.43 feet to the point of ending thereof, shown on plan as station 143 + 33.87.

Note: Station 142 + 14.19 of auxiliary baseline 'D' is identical with station 232 + 53.19 of the main baseline hereinbefore described.

An auxiliary baseline 'E' begins at a point shown on plan as station 0 + 00.00, said point being identical with station 5 + 27.07 of auxiliary baseline 'C', hereinbefore described, and extends thence S 66°52'34" E, 542.56 feet to the point of ending thereof, shown on plan as station 5 + 42.56, said point being identical with station 129 + 32.00 of auxiliary baseline 'D', hereinbefore described.

Note: Station 3+53.41 of auxiliary baseline "E" is identical with Station 219+35.79 of the main baseline hereinbefore described.

An auxiliary baseline 'F' begins at a point shown on plan as station 0+00.00, said point being identical with station 140+24.44 of auxiliary baseline 'D', hereinbefore described, and extends thence N 68°05'33" E, 458.98 feet; thence N 68°03'38" E, 1061.32 feet; thence N 68°04'31" E, 284.70 feet to the point of ending thereof shown on plan as station 18+05.00.

The northwesterly location line of the State highway as hereby laid out begins at a point on the existing westerly street line of St. James Avenue, said point bearing N 55°23'33" W and being 4.23 feet distant

from station 19+32.72 of auxiliary baseline 'A' hereinbefore described, and being identical with the point of ending of the northwesterly location line of the aforesaid March 2, 1966 State highway layout, and extends thence, leaving said street line and crossing a part of St. James Avenue S $55^{\circ}23'33''$ E, 70.77 feet to a point bearing S $55^{\circ}23'33''$ E and 66.54 feet distant from said station 19+32.72; thence N $59^{\circ}52'31''$ E, 52.36 feet to a point within the existing location of Page Boulevard bearing N $67^{\circ}40'10''$ W and 57.90 feet distant from station 2+51.32 of auxiliary baseline 'C' hereinbefore described; thence northerly to northeasterly, as shown on plan, by a curve of 545.00 feet radius, 285.45 feet to a point bearing N $67^{\circ}40'10''$ W and 23.22 feet distant from station 5+31.38 of said auxiliary baseline 'C'; thence N $48^{\circ}05'52''$ E, 66.80 feet to a point on the existing southeasterly street line of Page Boulevard, bearing S $50^{\circ}32'28''$ E and 6.09 feet distant from station 5+93.33 of said auxiliary baseline 'C'; thence leaving said street line and extending S $50^{\circ}32'28''$ E, 105.16 feet to a point bearing N $23^{\circ}07'26''$ E and 34.97 feet distant from station 1+05.84 of Auxiliary baseline 'E' hereinbefore described; thence S $66^{\circ}52'54''$ E, 132.92 feet to a point bearing N $23^{\circ}07'26''$ E and 34.98 feet distant from station 2+38.76 of said auxiliary baseline 'E' thence S $53^{\circ}26'13''$ E, 10.04 feet to a point bearing N $23^{\circ}07'26''$ E and 32.65 feet distant from station 2+48.53 of said auxiliary baseline 'E'; thence N $38^{\circ}59'43''$ E, 58.67 feet to a point bearing N $28^{\circ}17'07''$ W and 125.00 feet distant from station 219+50.00 of the main baseline hereinbefore described; thence N $61^{\circ}01'38''$ E, 500.04 feet to a point bearing N $28^{\circ}17'07''$ W and 131.00 feet distant from station 224+50.00 of said main baseline; thence N $68^{\circ}47'18''$ E, 138.05 feet to a point bearing N $28^{\circ}17'07''$ W and 114.00 feet distant from station 225+37.00 of said main baseline; thence N $59^{\circ}05'41''$ E, 603.05 feet to a point bearing N 31°

40'59" W and 133.72 feet distant from station 231+97.51 of said main baseline; thence in part crossing a right of way of the New York Central Railroad Company, N 69°26'38" E, 175.15 feet to a point on the easterly side thereof bearing N 34°47'34" W and 95.46 feet distant from station 233+74.63 of said main baseline; thence leaving said right of way line and extending N 33°47'06" E, 83.62 feet to a point bearing N 36°17'31" W and 124.99 feet distant from station 234+55.75 of said main baseline; thence N 41°55'38" E, 56.72 feet to a point bearing N 37°21'56" W and 136.05 feet distant from station 235+13.83 of said main baseline; thence N 43°29'47" E, 203.55 feet to a point bearing N 43°12'07" W and 158.30 feet distant from station 237+31.26 of said main baseline; thence by a curve to the left of 640.00 feet radius, 166.41 feet to a point bearing N 48°04'43" W and 182.31 feet distant from station 239+10.00 of said main baseline; thence N 45°20'46" E, 101.70 feet to a point bearing N 51°05'58" W and 173.56 feet distant from station 240+20.72 of said main baseline; thence N 64°51'39" E, 152.56 feet to a point bearing N 55°02'10" W and 102.06 feet distant from station 241+65.00 of said main baseline; thence N 39°08'34" E, 128.62 feet to a point bearing N 58°01'49" W and 89.00 feet distant from station 242+98.00 of said main baseline; thence N 27°47'51" E, 283.91 feet to a point bearing N 63°02'28" W and 96.50 feet distant from station 245+90.00 of said main baseline; thence N 24°46'33" E, 940.89 feet to a point bearing N 65°58'45" W and 90.02 feet distant from station 255+35.86 of said main baseline; thence N 16°30'43" E, 263.88 feet to a point bearing N 65°58'45" W and 124.51 feet distant from station 257+97.48 of said main baseline; thence N 24°44'19" E, 547.22 feet to a point bearing N 65°58'45" W and 117.65 feet distant from station 263+44.66 of said main baseline; thence N 26°46'11" E, 500.66 feet to a point bearing N 60°37'49" W and 115.04 feet distant

from station 268+34.67 of said main baseline; thence N 32°12'53" E, 377.04 feet to a point bearing N 56°13'56" W and 110.79 feet distant from station 272+03.11 of said main baseline; thence N 37°29'01" E, 905.45 feet to a point bearing N 51°50'39" W and 116.93 feet distant from station 281+00.49 of said main baseline; thence N 35°24'51" E, 350.31 feet to a point bearing N 57°22'51" W and 118.48 feet distant from station 284+62.32 of said main baseline; thence N 29°09'02" E, 378.74 feet to the point of ending thereof, in the existing southwesterly street line of Roosevelt Avenue, said point bearing N 67°07'20" W and being 111.86 feet distant from station 288+61.02 of said main baseline.

The southeasterly location line of the State highway as hereby laid out begins at a point on the existing westerly street line of St. James Avenue, said point bearing S 34°53'59" E and 144.05 feet distant from station 211+04.23 of the main baseline hereinbefore described and being identical with the point of ending of the southeasterly location line of the aforesaid March 2, 1966 State highway layout, and extends thence, leaving said street line and in part crossing St. James Avenue, N 54°56'37" E, 179.41 feet to a point bearing N 37°38'54" W and 15.38 feet distant from station 121+80.34 of auxiliary baseline 'D' hereinbefore described; thence N 57°46'07" E, 651.02 feet to a point bearing N 30°04'50" W and 34.01 feet distant from station 128+29.25 of said auxiliary baseline 'D'; thence N 61°02'55" E, 350.02 feet to a point bearing N 28°05'31" W and 29.99 feet distant from station 131+78.22 of said auxiliary baseline 'D'; thence N 62°05'10" E, 486.73 feet to a point bearing N 28°05'31" W and 28.46 feet distant from station 136+64.94 of said auxiliary baseline 'D'; thence by a curve to the left of 656.19 feet radius, 183.57 feet to a point on the northwesterly side of a right of way of the New York Central Railroad Company bearing N 28°05'31" W and 52.40 feet distant from station 138+46.44 of said auxiliary baseline 'D'; thence

crossing said right of way N 80°26'28" E, 97.90 feet to a point on the southeasterly side thereof bearing N 28°05'31" W and 21.12 feet distant from station 139+39.18 of said auxiliary baseline 'D'; thence northeasterly to easterly along the northerly line of a right of way of said New York Central Railroad Company, by a curve of 11,500.44 feet radius, 662.06 feet to a point bearing N 21°56'22" W and 33.92 feet distant from station 5+74.67 of auxiliary baseline 'F' hereinbefore described; thence N 68°03'38" E, 802.93 feet to a point bearing N 72°32'05" W and 53.53 feet distant from station 14+18.96 of said auxiliary baseline 'F'; thence crossing said railroad right of way S 72°32'05" E, 129.96 feet to a point on the southerly side thereof bearing S 72°32'05" E and 76.43 feet distant from said station 14+18.96 thence along said southerly line of a right of way of the New York Central Railroad Company N 68°03'38" E, 42.29 feet to a point bearing S 21°56'48" E and 48.52 feet distant from station 15+20.30 of said auxiliary baseline 'F'; thence N 68°04'31" E, 343.81 feet to a point bearing S 72°32'05" E and 76.51 feet distant from station 18+05.00 of said auxiliary baseline 'F'; thence leaving said railroad right of way line and in part crossing said right of way N 72°32'05" W, 725.34 feet to a point bearing S 60°01'24" E and 282.53 feet distant from station 244+05.84 of the aforesaid main baseline; thence N 8°25'06" E, 271.73 feet to a point bearing S 63°44'32" E and 191.65 feet distant from station 246+46.33 of said main baseline; thence by a curve to the right of 2055.00 feet radius, 544.69 feet to a point bearing S 65°58'45" E and 112.33 feet distant from station 251+76.70 of said main baseline; thence N 23°36'19" E, 1293.58 feet to a point bearing S 64°57'31" E and 102.20 feet distant from station 264+72.07 of said main baseline; thence by a curve to the right of 3655.00 feet radius, 1099.80 feet to

a point bearing S $51^{\circ}33'09''$ E and 111.46 feet distant from station 275+95.18 of said main baseline; thence N $40^{\circ}50'45''$ E, 684.65 feet to a point bearing S $53^{\circ}59'56''$ E and 137.09 feet distant from station 282+73.50 of said main baseline; thence N $28^{\circ}17'18''$ E, 410.09 feet to the point of ending thereof in the existing westerly street line of Roosevelt Avenue, said point bearing S $61^{\circ}48'35''$ E and being 107.61 feet distant from station 286+66.31 of said main baseline.

The northeasterly end of the State highway hereby laid out is defined by a line following that portion of the existing westerly street line of Roosevelt Avenue, beginning at the point of ending of the southeasterly location line hereinbefore described and extending thence N $22^{\circ}13'25''$ W, 213.55 (Cont. on page nine)

feet; thence by a curve to the left of 920.00 feet radius, 79.57 feet to the point of ending of the northwesterly location line hereinbefore described.

The location lines of the State highway hereby laid out are to be further defined by bounds set thereon at angle points, points of curvature, at the points of beginning and ending thereof, and at intermediate points on the southeasterly location line opposite stations 257+97.48 and 270 of the main base line hereinbefore described, and 107.83 feet and 97.38 feet distant therefrom respectively.

The right of access to and egress from the State highway location is limited, being allowed across the location lines thereof, hereinbefore described, only as follows:

- (1) Free access to and egress from said location is allowed:
 - a) Across the line defining the northeasterly end thereof for its entire length.
 - b) At St. James Avenue, across the southeasterly location line, between a point thereon bearing south $34^{\circ}53'59''$ east and 144.05 feet distant from station 211+04.23 of the main base line hereinbefore described, and a point thereon bearing north $37^{\circ}38'54''$ west and 15.38 feet distant from station 121+80.34 of auxiliary base line "D" hereinbefore described,
 - c) At St. James Avenue, across the northwesterly location line, between a point thereon bearing north $55^{\circ}23'33''$ west and 4.23 feet distant from station 19+32.72 of auxiliary base line "A" hereinbefore described, and a point thereon bearing north $67^{\circ}40'10''$ west and 57.90 feet distant from station 2+51.32 of auxiliary base line "C" hereinbefore described.
 - d) At Page Boulevard across the northwesterly location line between a point thereon bearing north $67^{\circ}40'10''$ west and 23.22 feet distant from station 5+31.38 of auxiliary base line "C" hereinbefore described,

and a point thereon bearing south $50^{\circ}32'28''$ east and 6.09 feet distant from station 5+93.33 of said auxiliary base line "C".

(2) Access to and egress from said location is allowed the New York Central Railroad Company, its successors or assigns, for railroad purposes only:

- a) Across the southeasterly location line between a point thereon bearing north $28^{\circ}05'31''$ west and 52.40 feet distant from station 138+46.44 of auxiliary base line "D" hereinbefore described, and a point thereon bearing north $28^{\circ}05'31''$ west and 21.12 feet distant from station 139+39.18 of said auxiliary base line "D".
- b) Across the southeasterly location line between a point thereon bearing north $21^{\circ}56'22''$ west and 33.92 feet distant from station 6+27.88 of auxiliary base line "F" hereinbefore described, and a point thereon bearing north $21^{\circ}56'22''$ west and 33.92 feet distant from station 9+85.63 of said auxiliary base line "F".
- c) Across the southeasterly location line, within the limits of the existing right of way of said Railroad Company, at stations 14+18.96 and 18+05.00 of auxiliary base line "F" hereinbefore described.
- d) Across the southeasterly location line between a point thereon bearing south $60^{\circ}16'42''$ east and 351.76 feet distant from station 244+19.63 of the main base line hereinbefore described, and a point thereon bearing south $60^{\circ}01'24''$ east and 282.53 feet distant from station 244+05.84 of said main base line.
- e) Across the northwesterly location line between a point thereon bearing north $84^{\circ}23'32''$ west and 29.17 feet distant from station 143+33.87 of auxiliary base line "D" hereinbefore described, and a point thereon bearing north $34^{\circ}47'34''$ west and 95.46 feet distant from station 233+74.63 of the main base line hereinbefore described.

The above described access-egress items are shown on the plan hereinafter referred to.

All of the land outside the limits of the existing public way or ways and not already owned by the Commonwealth, and within the limits of the layout hereinbefore described is hereby taken in fee simple under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, except Parcels 16-E-1 and 16-E-2 in and over which easements, only, for highway purposes are hereby taken, consisting of the right to enter upon said land at any time and to construct thereon and to maintain and use bridges and necessary appurtenances therefor, the fee in said land remaining as existing prior to the date of this instrument, and said land being subject to any use thereof as will not interfere with the construction and maintenance of said State highway at the widths and grades prescribed therefor.

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, does hereby take, in fee simple, Parcels 16-1 to 16-16 inclusive, and does hereby take easements in the aforesaid Parcels 16-E-1 and 16-E-2, and, said Department of Public Works, acting on behalf of the New York Central Railroad Company, does hereby take, in fee simple, under the provisions of Chapter 231 of the Acts of 1955, Parcels 16-RR-1 to 16-RR-4 inclusive, said Parcel 16-RR-1 being subject, however, to an easement for highway purposes which is hereby taken therein and thereover by said Department, in behalf of said Commonwealth, consisting of the right to enter upon said land at any time and to construct thereon and to maintain and use a bridge and necessary appurtenances therefor.

The aforesaid takings include all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication, and the structure located on Parcel 16-1) and the supposed owners thereof are shown on the plan hereinafter referred to and are set forth in the schedule hereinafter contained, excepting from the

rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity, and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

In connection with the laying out of the State highway location hereinbefore described it is necessary to establish a location for a relocation of a portion of a right of way of the New York Central Railroad Company. Said relocated right of way is comprised of the aforesaid Parcels 16-RR-1 to 16-RR-4 inclusive, with Parcel 16-RR-1 located within said State highway location and the others located outside of but adjoining said State highway location, and is more fully described as follows:

Parcel 16-RR-1

A parcel of land supposed to be owned by Smith and Wesson Inc., bounded by a line beginning at a point on the southeasterly location line of the State highway, hereinbefore described, at the northerly line of an existing right of way of the New York Central Railroad Company, said point bearing north $21^{\circ}56'22''$ west and being 33.92 feet distant from station 6+27.88 of auxiliary base line "F" hereinbefore described and extending thence, leaving said State highway location line, northeasterly to northerly, as shown on plan, by a curve of 880.00 feet radius, 320.25 feet to a point bearing north $21^{\circ}56'22''$ west and 91.60 feet distant from station 9+41.10 of said auxiliary base line "F"; thence by another curve to the left of 685.00 feet radius, 463.67 feet to a point bearing south $59^{\circ}32'41''$ east and 293.85 feet distant from station 243+79.95 of the main base line hereinbefore described; thence north $8^{\circ}25'06''$ east, 30.48 feet to a point again on said State highway location line bearing south $60^{\circ}01'24''$ east and 282.53 feet distant from station 244+05.84 of said main base line; thence south $72^{\circ}32'05''$ east, along said State highway location line, 70.88 feet to a point bearing south $60^{\circ}16'42''$ east and 351.76 feet distant from station 244+19.63 of said main base line; thence south $8^{\circ}25'06''$ west 19.33 feet; thence by a curve to the right of 755.00 feet radius, 489.94 feet to a point again on said State highway lo-

cation line and said existing right of way line, said point bearing north $21^{\circ}56'22''$ west and being 33.98 feet distant from station 9+85.63 of said auxiliary base line "F"; thence south $68^{\circ}03'38''$ west, along said lines which are common, 357.75 feet to the point of beginning; containing about 0.97 acres.

Parcel 16-RR-2

A parcel of land supposed to be owned by Smith and Wesson Inc., bounded by a line beginning at a point on the southeasterly location line of the State highway, hereinbefore described, said point bearing south $60^{\circ}01'24''$ east and being 282.53 feet distant from station 244+05.84 of the main baseline hereinbefore described and extending thence north $8^{\circ}25'06''$ east, along said State highway location line 271.73 feet to a point bearing south $63^{\circ}44'32''$ east and 191.65 feet distant from station 246+46.33 of said main base line; thence northerly to northeasterly by a curve of 2055.00 feet radius, 544.69 feet to a point bearing south $65^{\circ}58'45''$ east and 112.33 feet distant from station 251+76.70 of said main base line; thence north $23^{\circ}36'19''$ east, 269.07 feet to a point bearing north $87^{\circ}20'00''$ east and 123.54 feet distant from station 253+90.28 of said main base line; thence leaving said State highway location line and extending north $87^{\circ}20'00''$ east, 78.06 feet to a point bearing north $87^{\circ}20'00''$ east, and 201.60 feet distant from said station 253+90.28; thence south $23^{\circ}36'19''$ west, 303.62 feet to a point bearing south $65^{\circ}58'45''$ east and 182.33 feet distant from station 251+77.20 of said main base line; thence by a curve to the left of 1985.00 feet radius, 526.14 feet to a point bearing south $63^{\circ}59'43''$ east and 258.33 feet distant from station 246+66.63 of said main base line; thence south $8^{\circ}25'06''$ west, 282.88 feet to a point again on said State highway location line, said point bearing south $60^{\circ}16'42''$ east and being ~~351.76~~ 351.76 feet distant from station 244+19.63 of said main base line; thence north $72^{\circ}32'05''$ west, along said State highway location line, 70.88 feet to the point of beginning; containing about 1.77 acres.

Parcel 16-RR-3

A parcel of land owned by Smith and Wesson Inc., comprising a portion of the land registered in the Land Court, at Boston (Land Court Case 18539), and Recorded in the Registered Land Division of the Registry of Deeds for Hampden County, at Springfield, under Certificate 3238, Book 16, Page 198, bounded by a line beginning at a point on the southerly location line of the State highway, hereinbefore described, said point bearing north $87^{\circ}20'00''$ east and being 123.54 feet distant from station 253+90.28 of the main base line hereinbefore described and extending thence north $23^{\circ}36'19''$ east, along said State highway location line, 1024.51 feet to a point bearing south $64^{\circ}57'31''$ east and 102.20 feet distant from station 264+72.07 of said main base line; thence by a curve to the right of 3655.00 feet radius, 310.86 feet to a point bearing south $61^{\circ}10'12''$ east and 97.35 feet distant from station 267+89.70 of said main base line; thence northeasterly, as shown on plan, by a curve to the right of 5696.65 feet radius, 463.16 feet to a point in the southeasterly line of an existing right of way of the New York Central Railroad Co., said point bearing south $55^{\circ}32'01''$ east and being 152.79 feet distant from station 272+61.65 of said main base line; thence north $40^{\circ}50'45''$ east, along said right of way line 333.07 feet to a point bearing south $51^{\circ}25'37''$ east and 177.93 feet distant from station 276+05.69 of said main base line; thence, leaving said right of way line, and extending southwesterly, as shown on plan, by a curve to the left of 3585.00 feet radius 1078.74 feet to a point bearing south $64^{\circ}46'12''$ east and 171.81 feet distant from station 264+87.87 of said main base line; thence south $23^{\circ}36'19''$ west, 1003.45 feet to a point bearing north $87^{\circ}20'00''$ east and 201.60 feet distant from station 253+90.28 of said main base line; thence south $87^{\circ}20'00''$ west, 78.06 feet to the point of beginning; containing about 2.60 acres.

Parcel 16-RR-4

A parcel of land supposed to be owned by Smith and Wesson Inc., bounded by a line beginning at a point on the southeasterly location line of the State highway, hereinbefore described, said point bearing south $61^{\circ}10'12''$ east and being 97.35 feet distant from station 267+89.70 of the main base line hereinbefore described and

extending thence northeasterly, along said State highway location line, by a curve to the right of 3655.00 feet radius, 93.30 feet to a point in the southeasterly line of an existing right of way of the New York Central Railroad Co., said point bearing south $60^{\circ}02'00''$ east and being 97.04 feet distant from station 268+84.70 of said main base line; thence north $40^{\circ}50'45''$ east, along said right of way line 371.27 feet to a point bearing south $55^{\circ}32'01''$ east and 152.79 feet distant from station 272+61.65 of said main base line; thence leaving said right of way line, and extending southwesterly, as shown on plan, by a curve to the left of 5696.65 feet radius, 463.16 feet to the point of beginning; containing about 2064 square feet.

In connection with the laying out of the State highway location hereinbefore described it is necessary to lay out three sections of highway on behalf of the City of Springfield, and said sections of highway are hereby so laid out under the provisions of Chapter 448 of the Acts of 1948 and are described as follows:

Section No. 1

The first section of highway hereby laid out on behalf of the City of Springfield establishes a location for the widening of a portion of St. James Avenue on the southeasterly side thereof, adjoining the southerly side of Martone Place and is more fully described as follows:

The southeasterly location line of the first section of highway as hereby laid out on behalf of the City of Springfield begins at a point on the existing southeasterly street line of St. James Avenue, bearing south $58^{\circ}57'46''$ east and 63.00 feet distant from station 6+31.03 of auxiliary base line "A" hereinbefore described, and extends thence, northeasterly, leaving said street line, by a curve to the right of 1200.00 feet radius, 136.17 feet to a point bearing south $58^{\circ}57'46''$ east and 70.71 feet distant from station 7+66.91 of said auxiliary base line "A"; thence by a curve to the left of 1206.00 feet radius, 102.42 feet to a point bearing south $57^{\circ}05'03''$ east and 78.02 feet distant from station 8+71.59 of said auxiliary base line "A"; thence north $32^{\circ}40'30''$ east, 15.08 feet to the point of ending thereof, on the

existing southerly street line of Martone Place, said point bearing south $68^{\circ}01'56''$ east and being 79.40 feet distant from said station 8+71.59.

Section No. 2

The second section of highway hereby laid out on behalf of the City of Springfield establishes a location for the widening of a portion of St. James Avenue, on the southeasterly side thereof, and Tapley Street, on the southwesterly side thereof, adjoining the northerly side of Martone Place and is more fully described as follows:

The southeasterly-southerly location line of the second section of highway as hereby laid out on behalf of the City of Springfield begins at a point on the existing northerly street line of Martone Place, bearing south $68^{\circ}01'56''$ east and 80.58 feet distant from station 9+12.10 of auxiliary base line "A" hereinbefore described, and extends thence, leaving said street line north $32^{\circ}40'30''$ east, 55.34 feet to a point bearing south $58^{\circ}57'46''$ east and 81.15 feet distant from station 9+80.11 of said auxiliary base line "A"; thence by a curve to the right of 84.00 feet radius, 112.83 feet to a point bearing south $36^{\circ}38'39''$ west and 43.55 feet distant from station 1+53.50 of auxiliary base line "B" hereinbefore described; thence south $70^{\circ}21'51''$ east, 84.54 feet to the point of ending thereof, on the existing southerly street line of Tapley Street, said point bearing south $36^{\circ}38'39''$ west and being 18.82 feet distant from station 2+34.35 of said auxiliary base line "B".

Section No. 3

The third section of highway hereby laid out on behalf of the City of Springfield establishes a location for the relocation of a portion of Page Boulevard, on the westerly side thereof, adjoining the easterly side of Saint James Avenue, and is more fully described as follows:

The location line of the third section of highway as hereby laid out on behalf of the City of Springfield begins at a point on the existing easterly street

line of St. James Avenue, bearing south $86^{\circ}43'25''$ east and 59.76 feet distant from station $24+41.37$ of auxiliary base line "A" hereinbefore described, and extends thence southerly to southeasterly leaving said street line, by a curve of 154.00 feet radius, 137.06 feet to a point bearing south $86^{\circ}43'25''$ east and 116.64 feet distant from station $23+23.62$ of said auxiliary base line "A"; thence south $48^{\circ}35'07''$ east, 55.67 feet to a point bearing south $86^{\circ}43'25''$ east and 161.53 feet distant from station $22+89.23$ of said auxiliary base line "A"; thence by a curve to the left of 44.00 feet radius, 63.74 feet to a point bearing north $67^{\circ}40'10''$ west and 65.53 feet distant from station $6+35.58$ of auxiliary base line "C" hereinbefore described; thence by another curve to the left of 200.00 feet radius, 78.83 feet to the point of ending thereof, on the existing westerly street line of Page Boulevard, said point bearing north $67^{\circ}40'10''$ west and being 45.55 feet distant from station $7+11.30$ of said auxiliary base line "C".

The location lines of the sections of highway hereby laid out on behalf of the City of Springfield are to be further defined by bounds set thereon at angle points, points of curvature, and at the points of beginning and ending thereof.

Upon completion of the construction of the State highway within the limits of the layout hereinbefore described, and the acceptance thereof by the Department of Public Works, the control and maintenance of the roadways of St. James Avenue and Page Boulevard, as existing, altered or established by said construction, and lying within the limits of said State highway location, shall revert to the City of Springfield.

In connection with the laying out of the State highway location hereinbefore described it is necessary to take a parcel of land outside the limits of said location from the owner thereof, whose right of access thereto and egress therefrom would become inoperative due to the limited access provisions of said layout. Said parcel of land is hereby taken in fee simple, under authority of

Chapter 583 of the Acts of 1949, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity, and for telephone communication now lawfully in or upon said premises hereby taken. Said parcel of land is shown as Parcel 16-7X on the plan hereinafter referred to, and is described as follows:

Parcel 16-7X. A parcel of land supposed to be owned by Smith and Wesson Inc., adjoining the northwesterly location line of the State highway, hereinbefore described between points thereon about opposite stations 241+64 and 255+12 of the main base line hereinbefore described, bounded southeasterly, in four courses, by said State highway location about 917 feet, 283.91 feet, 128.62 feet and 1.20 feet; and northwesterly by land of the Atlas Corp. about 1327 feet; containing about 0.61 acres.

An easement is hereby taken in the parcel of land hereinafter described as Parcel 16-RT-1 for the purpose of removing or demolishing structures or portions of structures which are located partly within a section of highway Section 3 laid out on behalf of the City of Springfield, hereinbefore described. Said easement consists of the right to enter upon said land at any time during the effective period of the easement and to remove and/or demolish structures or portions of structures now located upon said land. Said easement is temporary in nature and is to be in effect only until such time as the aforesaid purpose for which it is taken has been accomplished.

A parcel of land supposed to be owned by Henry J. and Dorothy J. Manegre, adjoining the location line of the third section of City highway, hereinbefore described, bounded by said location line and by the line connecting the following

points: opposite about station 23+57 of auxiliary base line "A" hereinbefore described, and on said location line; opposite about said station 23+57 and about 70 feet from said location line; and opposite about station 22+95 of said auxiliary base line "A" and on said location line.

An easement is hereby taken in the parcel of land hereinafter described as Parcel 16-TS-1, for the purpose of constructing slopes of excavation or embankment, and consists of the right to enter upon said land at any time during the effective period of the easement and to construct thereon slopes of excavation and/or embankment. Said easement is temporary in nature and is to be in effect only until four years from the date of this instrument.

Parcel 16-TS-1. A parcel of land supposed to be owned by the Western Mass. Electric Co., bounded northeasterly by Roosevelt Avenue about 235 feet; southeasterly by the State highway location hereinbefore described about 80 feet; and westerly by other land of said company about 277 feet.

The locations of the above-described parcels for easements are more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining the sections of City highway hereinbefore described, the Department of Public Works, on behalf of the City of Springfield, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, Parcels 16-1-C to 16-7-C inclusive, shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables, and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Springfield, County of Hampden, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles, and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City

of Springfield which are included in the foregoing description.

The State highway hereby laid out, the sections of City highway hereby laid out, the railroad bypass hereby laid out and the aforesaid takings are shown on a plan signed by ^{Daniel} ~~W~~ S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Laid out as a State Highway by the Department of Public Works June 7, 1967 Scale: 80 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

Certain parcels of land included in this taking are registered land and are shown on the plan hereinbefore referred to as Parcels 16-6, 16-9, 16-10 and 16-RR-3, said land being registered in the Land Court at Boston and recorded in the Registered Land Division of the Registry of Deeds for Hampden County, at Springfield, as follows:

<u>Parcel No.</u>	<u>Owner</u>	<u>Book</u>	<u>Page</u>	<u>Certificate</u>
16-6	Atlas Corporation	46	94	9134
16-9	Smith & Wesson Inc.	16	198	3238
16-10	Atlas Corporation	46	94	9134
16-RR-3	Smith & Wesson Inc.	16	198	3238

For damage sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
16-1	New York Central Railroad Co.	2.55 Acres
16-2	Commonwealth of Massachusetts	7.19 Acres
16-3	John J. Garvey Jr., William V. Hoyer and Louis W. Doherty, Trustees of Warren Realty Trust	1400 Sq.Ft.
16-4	John J. Garvey Jr., William V. Hoyer and Louis W. Doherty, Trustees of Warren Realty Trust	1978 Sq.Ft.
16-5	Teb Manufacturing Co., Inc.	0.98 Acres
16-6	Atlas Corporation	3.60 Acres
16-7	Smith & Wesson Inc.	15.59 Acres
16-7X	Smith & Wesson Inc.	0.61 Acres
16-8	Smith & Wesson Inc.	2.70 Acres
16-9	Smith & Wesson Inc.	2.69 Acres
16-10	Atlas Corporation	1.84 Acres
16-11	New York Central Railroad Co.	1.06 Acres
16-12	Margaret J. Kennedy & Alice R. Elder	1.12 Acres
16-13	Westinghouse Electric Corp.	1.07 Acres
16-14	Margaret J. Kennedy & Alice R. Elder	1.22 Acres
16-15	Commonwealth of Massachusetts	4.43 Acres
16-16	Western Mass. Electric Co.	1.58 Acres
16 E-1	New York Central Railroad Co.	26,210 Sq.Ft.
16-E-2	New York Central Railroad Co.	31,853 Sq.Ft.
16-1-C	Artina Corporation	1994 Sq.Ft.
16-2-C	Sun Oil Company	3870 Sq.Ft.
16-3-C	Duncan Construction Co., Inc.	240 Sq.Ft.
16-4-C	Commonwealth of Massachusetts	34,292 Sq.Ft.
16-5-C	Henry J. & Dorothy J. Manegre	4115 Sq.Ft.
16-6-C	Daniel F. Cuff	48 Sq.Ft.
16-7-C	Michael M. & Rose B. Stachowicz	208 Sq.Ft.
16-RR-1	Smith & Wesson Inc.	0.97 Acres

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
16-RR-2	Smith & Wesson Inc.	1.77 Acres
16-RR-3	Smith & Wesson Inc.	2.60 Acres
16-RR-4	Smith & Wesson Inc.	2064 Sq.Ft.
16-RT-1	Henry J. & Dorothy J. Manegre	
16-TS-1	Western Mass. Electric Co.	

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted: That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out said sections of City way in accordance with said plan.

Dated at Boston this seventh day of June, 1967.

J. A. S.

Edward L. Lube
Robert S. Foster DEPARTMENT
Charles A. Bagley Jr. OF
Anthony A. Roselli PUBLIC WORKS
John M. Warren

1967

Springfield



STATE HIGHWAY LAYOUT #5691
I-291, Roosevelt Ave., to Page Blvd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 109 PAGES 42(a)-43(a).

INDEXING

STATE HIGHWAY LAYOUT #5691

- Image Info SH67029 Springfield
- Image Info SH67029 I-291
- Image Info SH67029 Page Boulevard
- Image Info SH67029 Roosevelt Avenue



The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of

HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works

Layout No 5691

Robert S. Foster
John W. Winder
Charles A. Wickert

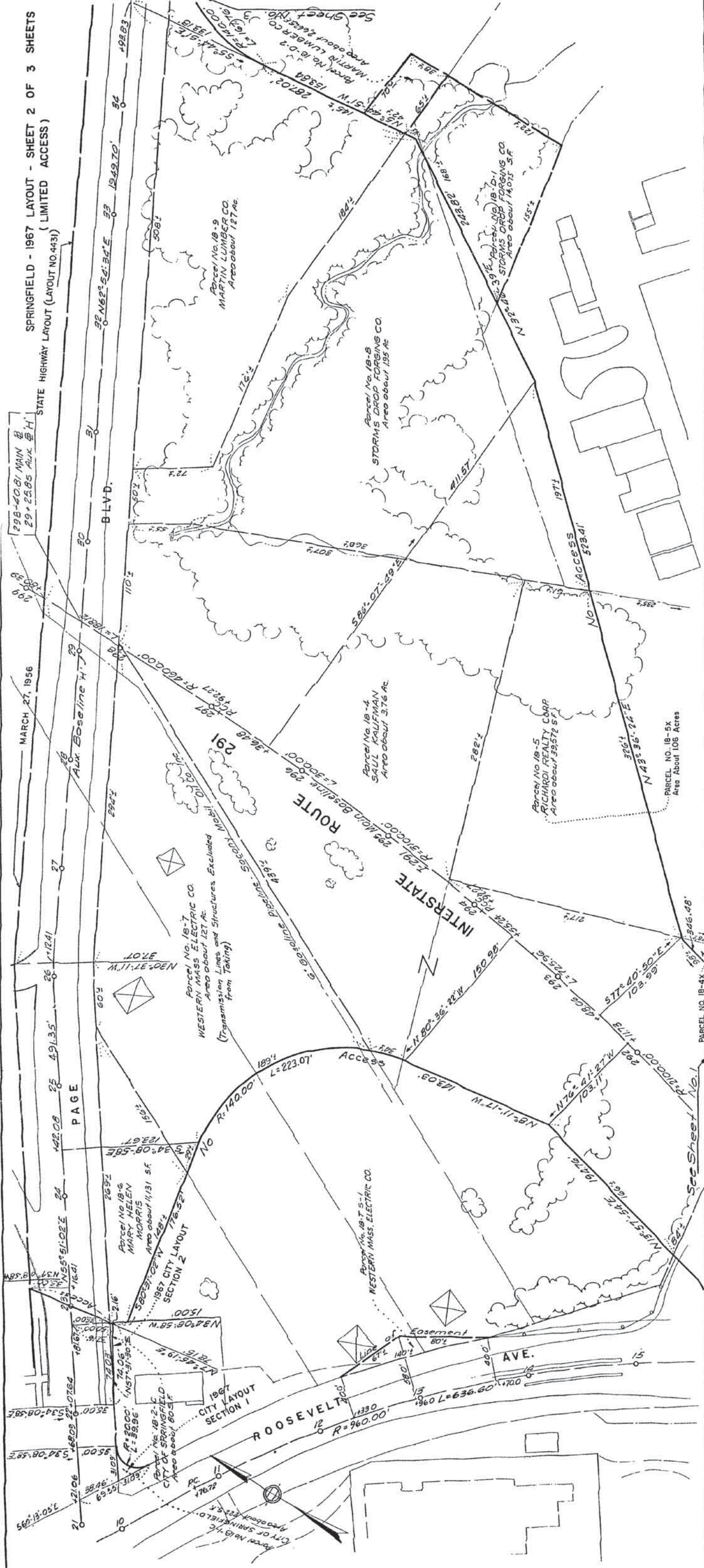
This certifies that the road shown on this plan was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on June 21, 1967 in accordance with Chapter 61 of the General Laws as amended by Section 1-C inserted by Chapter 397 of the Acts of 1943.

Robert S. Foster
General Counsel

John W. Foster
Chief Clerk

Charles A. Blumhage
Department of Public Works

Countess of Leinster
 Robert & Frances
 1840
 Charles & Frances
 Charles & Frances



SPRINGFIELD - 1967 LAYOUT - SHEET 2 OF 3 SHEETS
(LIMITED ACCESS)
STATE HIGHWAY LAYOUT (LAYOUT NO. 4431)

298-4081 MAIN E.
29+23.85 ALX. H.

MARCH 27, 1956

PAGE

BLVD.

ROOSEVELT AVE.

ROUTE 29

INTERSTATE

AVE.

Parcel No. 18-7
WESTERN MASS. ELECTRIC CO.
Area about 127 Ac.
(Transmission Lines and Structures Excluded from Taking)

Parcel No. 18-6
MARY HELEN MORRIS
Area about 1131 SF

Parcel No. 18-9
MARTIN LUMBER CO.
Area about 127 Ac.

Parcel No. 18-8
STORMS DROP FORGING CO.
Area about 195 Ac.

Parcel No. 18-4
SAUL KAUFMAN
Area about 3.76 Ac.

Parcel No. 18-5
RICHARDI REALTY CORP.
Area about 39572 SF

Parcel No. 18-5X
Area about 105 Acres

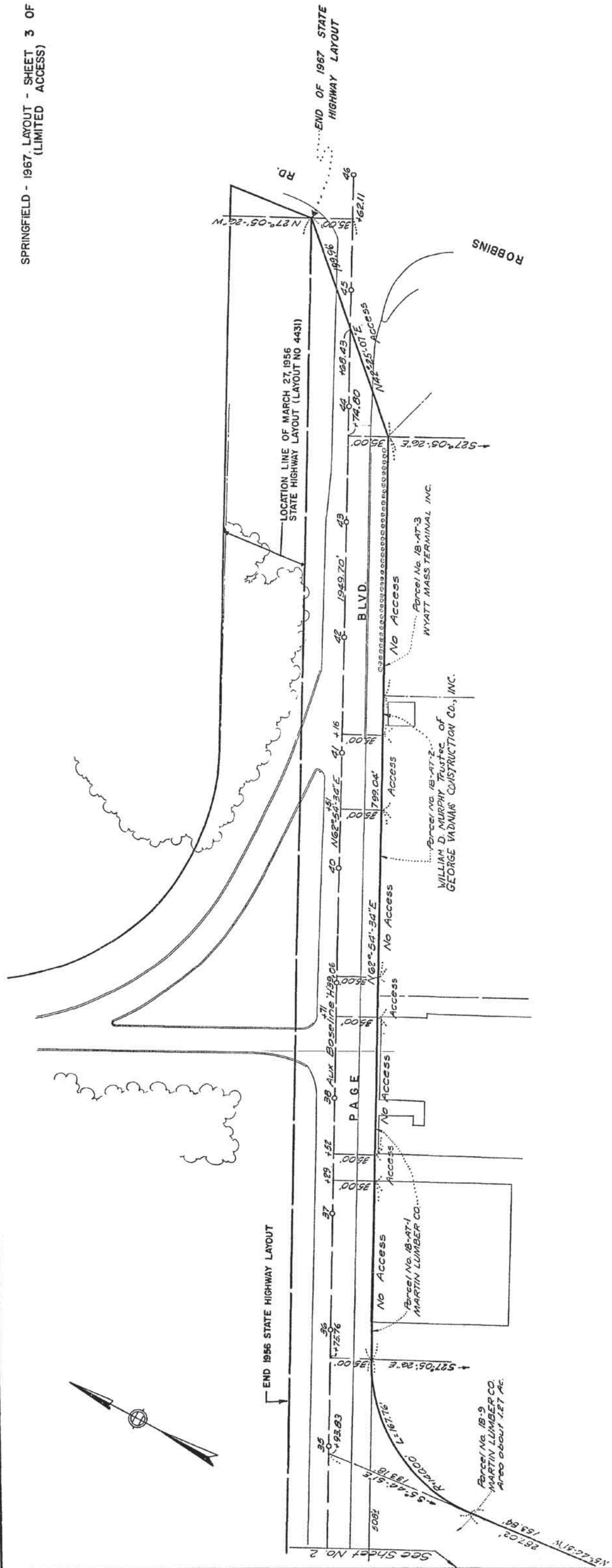
Parcel No. 18-4X

See Sheet No. 1

Parcel No. 18-1C
CITY OF SPRINGFIELD
Area about 22.5 Ac.

1967 CITY LAYOUT SECTION 1

1967 CITY LAYOUT SECTION 2



THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Layout No. 5691
And Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on June 1, 1960, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take charge of, as a limited access State highway, a road in the City of Springfield, County of Hampden.

The layout consists of establishing a State highway location on new location with limited access provisions, for a portion of Interstate Route 291, beginning at the westerly street line of Roosevelt Avenue, at the northeasterly end of the June 7, 1967 State highway layout, (Layout No. 5685) in said city of Springfield, and extending thence northeasterly about 0.21 miles to the southerly end of the March 27, 1956 State highway layout (Layout No. 4431) on Interstate Route 291, and is more fully described as follows:

The main baseline of location for the State highway hereby laid out begins at a point on the main baseline of location of the aforesaid June 7, 1967 layout shown on plan as station 286+66.31 and extends thence in part following said June 7, 1967 layout main baseline, northerly by a curve to the left of 2100.00 feet radius, 725.96 feet; thence by a curve to the left of 3100.00 feet radius, 300.00 feet; thence by a curve to the left of 4600.00 feet radius, 188.12 feet to the point of ending thereof, shown on plan as station 298+80.39.

The length of State highway hereby laid out is about 1123 feet.

An auxiliary baseline 'H', on Page Boulevard, begins at a point in the existing roadway of said Boulevard shown on plan as station 21+21.06 and extends thence N 55°51'02" E, 491.35 feet; thence N 62°54'34" E, 1949.70 feet to the point of ending thereof, in the existing roadway of said Page Boulevard, shown on plan as station 45+62.11. Note; Station 29+25.85 of auxiliary baseline 'H' is identical with station 298+40.81 of the main baseline hereinbefore described.

The westerly location line of the State highway as hereby laid out begins at a point on the existing westerly street line of Roosevelt Avenue, said point bearing N 67°07'20" W and being 111.86 feet distant from station 288+61.02 of the main baseline hereinbefore described, and being identical with the point of ending of the northwesterly location line of the aforesaid June 7, 1967 State highway layout, and extends thence, leaving said street line and in part crossing said Roosevelt Avenue and in part crossing Storms Court, N 27°26'34" E, 139.98 feet to a point within the existing location of Storms Court bearing N 71°06'52" W and 95.86 feet distant from station 290+07.35 of said main baseline; thence in part crossing Storms Court, N 13°57'54" E, 194.76 feet to a point bearing N 76°41'27" W and 103.11 feet distant from station 292+11.73 of said main baseline; thence N 8°11'17" W, 143.03 feet to a point bearing N 80°36'22" W and 150.98 feet distant from station 293+55.24 of said main baseline; thence by a curve to the left of 140.00 feet radius, 223.07 feet to a point bearing S 34°08'58" E and 123.67 feet distant from station 24+42.08 of auxiliary baseline 'H' hereinbefore described; thence S 80°31'02" W 176.52 feet to a point bearing S 34°08'58" E and 50.00 feet distant from station 22+81.67 of said auxiliary baseline 'H'; thence N 34°08'58" W, 15.00 feet to a

point bearing S $34^{\circ}08'58''$ E and 35.00 feet distant from station 22+81.67 of said auxiliary baseline 'H', said point being on the southeasterly street line of Page Boulevard; thence crossing said Page Boulevard N $7^{\circ}45'19''$ E, 78.15 feet to the point of ending thereof on the northwesterly street line of said Page Boulevard said point bearing N $34^{\circ}08'58''$ W and being 35.00 feet distant from station 23+16.41 of said auxiliary baseline 'H', and being also on the line defining the end of the March 27, 1956 State highway layout (Layout No. 4431).

The easterly location line of the State highway as hereby laid out begins at a point on the existing westerly street line of Roosevelt Avenue, said point bearing S $61^{\circ}48'35''$ E and being 107.61 feet distant from station 286+66.31 of the main baseline hereinbefore described, and being identical with the point of ending of the southeasterly location line of the aforesaid June 7, 1967 State highway layout, and extends thence, leaving said street line and in part crossing said Roosevelt Avenue, N $23^{\circ}08'25''$ E, 263.37 feet to a point bearing S $68^{\circ}39'29''$ E and 100.13 feet distant from station 289+17.32 of said main baseline; thence in part crossing Storms Court, N $17^{\circ}28'03''$ E, 346.48 feet to a point bearing S $77^{\circ}40'50''$ E and 103.99 feet distant from station 292+43.06 of said main baseline; thence N $43^{\circ}36'24''$ E, 523.41 feet to a point bearing S $86^{\circ}07'49''$ E and 411.57 feet distant from station 296+36.48 of said main baseline; thence N $32^{\circ}46'39''$ E, 243.82 feet to a point bearing S $5^{\circ}44'51''$ E and 287.02 feet distant from station 34+93.83 of auxiliary baseline 'H' hereinbefore described; thence N $5^{\circ}44'51''$ W, 153.84 feet to a point bearing S $5^{\circ}44'51''$ E and 133.18 feet distant from said station 34+93.83; thence by a curve to the right of 140.00 feet radius, 167.76 feet to a point bearing S $27^{\circ}05'26''$ E and 35.00 feet distant from station 35+75.76 of said auxiliary baseline 'H', said point

being on the existing southeasterly street line of Page Boulevard; thence N $62^{\circ}54'34''$ E along said street line of Page Boulevard, 799.04 feet to a point bearing S $27^{\circ}05'26''$ E and 35.00 feet distant from station 43+74.80 of said auxiliary baseline 'H'; thence leaving said street line and crossing Page Boulevard N $42^{\circ}25'07''$ E, 199.96 feet to the point of ending thereof, on the existing northwesterly street line of Page Boulevard, said point bearing N $27^{\circ}05'26''$ W and being 35.00 feet distant from station 45+62.11 of said auxiliary baseline 'H', and being identical with the point of beginning of the easterly location line of the March 27, 1956 State highway layout (Layout No. 4431.).

The location lines of the State highway hereby laid out are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof.

The right of access to and egress from the State highway location is limited, being allowed across the location lines thereof, hereinbefore described, only as follows:

Free access to and egress from said location is allowed:

- a. Across the westerly and easterly location lines within the limits of the existing location of Roosevelt Avenue.
- b. Across the easterly location line within the limits of the existing location of Page Boulevard.
- c. At Page Boulevard, across the westerly location line between a point thereon bearing S $34^{\circ}08'58''$ E and 37.16 feet distant from station 22+81.67 of auxiliary baseline 'H' hereinbefore described and a point thereon bearing N $34^{\circ}08'58''$ W and 35.00 feet distant from station 23+16.41 of said auxiliary baseline 'H'.
- d. Across the easterly location line between a point thereon opposite station 37+29 of auxiliary baseline 'H' hereinbefore described and a

point thereon opposite station 37+52 of said auxiliary baseline 'H'.

e. Across the easterly location line between a point thereon opposite station 38+71 of auxiliary baseline 'H' hereinbefore described and a point thereon opposite station 39+06 of said auxiliary baseline 'H'.

f. Across the easterly location line between a point thereon opposite station 40+51 of auxiliary baseline 'H' hereinbefore described, and a point thereon opposite station 41+16 of said auxiliary baseline 'H'.

The above mentioned access-egress items are shown on the plan hereinafter referred to.

In connection with the laying out of the State highway location hereinbefore described it is necessary to lay out two sections of highway on behalf of the City of Springfield, and said sections of highway are hereby so laid out under the provisions of Chapter 448 of the Acts of 1948 and are described as follows:

Section No. 1

The first section of highway hereby laid out on behalf of the City of Springfield establishes a location for a widening at the easterly corner of the intersection of Page Boulevard and Roosevelt Avenue and is more fully described as follows:

The location line of the first section of highway as hereby laid out on behalf of the City of Springfield begins at a point on the existing easterly street line of Roosevelt Avenue, said point bearing S 60°13'05" E and being 69.55 feet distant from station 21+21.06 of auxiliary baseline 'H' hereinbefore described, and extends thence, leaving said street line, northwesterly to northerly to northeasterly by a curve of 20.00 feet radius, 39.96 feet to the point of ending thereof on the existing southeasterly street line of Page Boulevard, said point bearing S 34°08' 58" E and being 35.00 feet distant from station 21+68.09 of said

auxiliary baseline 'H'.

Section No. 2

The second section of highway hereby laid out on behalf of the City of Springfield establishes a location for the widening of a portion of Page Boulevard on the southeasterly side thereof and adjoins the westerly location line of the State highway layout hereinbefore described, and is more fully described as follows:

The location line of the second section of highway hereby laid out on behalf of the City of Springfield begins at a point on the existing southeasterly street line of Page Boulevard, said point bearing S 34°08'58" E and being 35.00 feet distant from station 22+07.64 of auxiliary baseline 'H' hereinbefore described, and extends thence, leaving said street line, N 57°31'30" E, 74.06 feet to the point of ending thereof on the westerly location line of the State highway layout hereinbefore described, said point bearing S 34°08'58" E and being 37.16 feet distant from station 22+81.67 of said auxiliary baseline 'H'.

The location lines of the sections of highway hereby laid out on behalf of the City of Springfield are to be further defined by bounds set thereon at the points of beginning and ending thereof.

Upon completion of the construction of the State highway within the limits of the layout hereinbefore described, and the acceptance thereof by the Department of Public Works, the control and maintenance of the roadways of Roosevelt Avenue and Page Boulevard, as existing altered or established by said construction, and lying within the limits of said State highway location, shall revert to the City of Springfield.

In connection with the laying out of the State highway location hereinbefore described it is necessary to take certain land outside the limits of said location, from owners thereof whose rights of access thereto and egress therefrom would become ^{inoperative} ~~imperative~~ due to the limited access provisions of said layout. Said land is hereby taken in fee

simple under authority of Chapter 583 of the Acts of 1949, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken.

Said land is shown as Parcels 18-4X and 18-5X on the plan hereinafter referred to and said parcels are described as follows:

Parcel 18-4X. A parcel of land supposed to be owned by Saul Kaufman adjoining the easterly location line of the State highway hereinbefore described, bounded westerly by said State highway location about 98 feet; northeasterly by land now or formerly of Richardi Realty Corp. about 78 feet; and southerly by Storms Court about 55 feet; containing about 2040 square feet.

Parcel 18-5X. A parcel of land supposed to be owned by Richardi Realty Corp. adjoining the easterly location line of the State highway hereinbefore described, bounded northwesterly by said State highway location about 326 feet; easterly by land now or formerly of Storms Drop Forging Co. about 235 feet; southerly by Storms Court about 298 feet; and southwesterly by land now or formerly of Saul Kaufman about 78 feet; containing about 1.06 acres.

Easements are hereby taken in the parcels of ^{land} and hereinafter described as Parcels 18-D-1 and 18-D-2 for the purpose of draining and maintaining said State highway, and consist of the right to enter upon said land at any time and to construct thereon and to maintain and use

drainage structures and/or drainage ditches, together with the right to discharge surface water upon said land.

Parcel 18-D-1. A parcel of land supposed to be owned by Storms Drop Forging Co. adjoining the easterly location line of the State highway, hereinbefore described opposite Station 33+30 of auxiliary baseline 'H' hereinbefore described, and bounded northwesterly and westerly by said State highway location about 168 feet and about 11 feet respectively; northerly by land now or formerly of Martin Lumber Company about 65 feet; and easterly and southerly by other land of said Storms Drop Forging Company about 122 feet and about 155 feet respectively; containing about 14,075 square feet.

Parcel 18-D-2. A parcel of land supposed to be owned by Martin Lumber Company adjoining the easterly location line of the State highway, hereinbefore described, opposite Station 34 of auxiliary baseline "H" hereinbefore described, and bounded westerly by said State highway location about 42 feet; northerly and easterly by other land of said Martin Lumber Company about 70 feet and about 38 feet respectively; and southerly by land now or formerly of Storms Drop Forging Company about 65 feet; containing about 2662 square feet.

An easement is hereby taken in the parcel of land hereinafter described as Parcel 18-TS-1 for the purpose of constructing slopes of excavation or embankment, and consists of the right to enter upon said land at any time during the effective period of the easement and to construct thereon slopes of excavation and/or embankment. Said easement is temporary in nature and is to be in effect only until four years from the date of this instrument.

Parcel 18-TS-1

A parcel of land supposed to be owned by the Western Mass. Electric

Co., adjoining the easterly street line of Roosevelt Avenue, southwesterly by said Avenue about 140 feet; and northerly and northeasterly by other land of said Company about 67 feet and about 80 feet respectively.

The locations of the above described parcels for easements are more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, all of the land not already owned by the Commonwealth of Massachusetts, outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Springfield, County of Hampden, all of said land being taken in fee simple, the supposed owners of Parcels 18-1 to 18-9 inclusive shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles, and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

Rights of access to and egress from an existing public way are hereby taken from owners of land abutting Page Boulevard in the locations shown as Parcels 18-AT-1 to 18-AT-3 inclusive, on the plan here-

inafter referred to, the supposed owners of said land being set forth in the schedule hereinafter contained.

For the purpose of laying out, constructing and maintaining the sections of City highway hereinbefore described, the Department of Public Works, on behalf of the City of Springfield, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, Parcels 18-1-C and 18-2-C, shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Springfield, County of Hampden, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles, and other appurtenances for the conveyance of water, sewage, gas, oil, and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The State highway laid out, the sections of City highway hereby laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Laid Out as a State Highway by the Department of Public Works June 21, 1967 1967 Scale: 80 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the pro-

visions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
18-1	Storms Drop Forging Company	11,714 Square Feet
18-2	Commonwealth of Massachusetts	22,445 Square Feet
18-3	Western Mass. Electric Co.	236 Square Feet
18-4	Saul Kaufman	3.76 Acres
18-4X	Saul Kaufman	2040 Square Feet
18-5	Richardi Realty Corp.	39,572 Square Feet
18-5X	Richardi Realty Corp.	1.06 Acres
18-6	Mary Helen Morris	11,131 Square Feet
18-7	Western Mass. Electric Co.	1.27 Acres
18-8	Storms Drop Forging Company	1.95 Acres
18-9	Martin Lumber Company	1.27 Acres
18-AT-1	Martin Lumber Company	
18-AT-2	William D. Murphy, Trustee of George Vadnais Construction Co. Inc.	
18-AT-3	Wyatt Massachusetts Terminal Inc.	
18-1-C	City of Springfield	222 Square Feet
18-2-C	City of Springfield	80 Square Feet
18-D-1	Storms Drop Forging Company	14,075 Square Feet
18-D-2	Martin Lumber Company	2,662 Square Feet
18-TS-1	Western Mass. Electric Co.	

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: That said new or existing way, as described herein and as

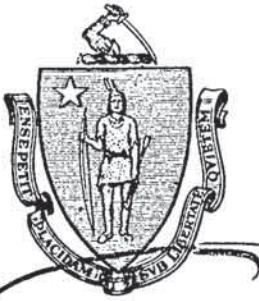
described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted: That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out said sections of City way in accordance with said plan.

Dated at Boston this twenty-first day of June, 1967.

Eward J. Lunt Department
Robert S. Foster of
Charles A. Bishop Public Works
Edw. O. O'Connor
John J. Warner



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

June 21, 1967

Francis A. Ferraro
56 Yale Street, Springfield
Applied to Grid
Re 7-6715-Res
Re 3-5568

Springfield
L.O. No. 5691 &
Order of Taking

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of June 21, 1967, alter the location of a section of State highway laid out in the City of Springfield in the year 1967, and has laid out two sections of said way on behalf of the City of Springfield.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge with limited access provisions of said State highway/as altered in accordance with said plan, are sent you herewith - ~~under/separate/cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle
EDWARD F. DOYLE *Ed.*

Secretary.

~~/Registered/Mail/~~

See Memo to Mr. Doyle
7/1/67
Springfield

1968

Springfield



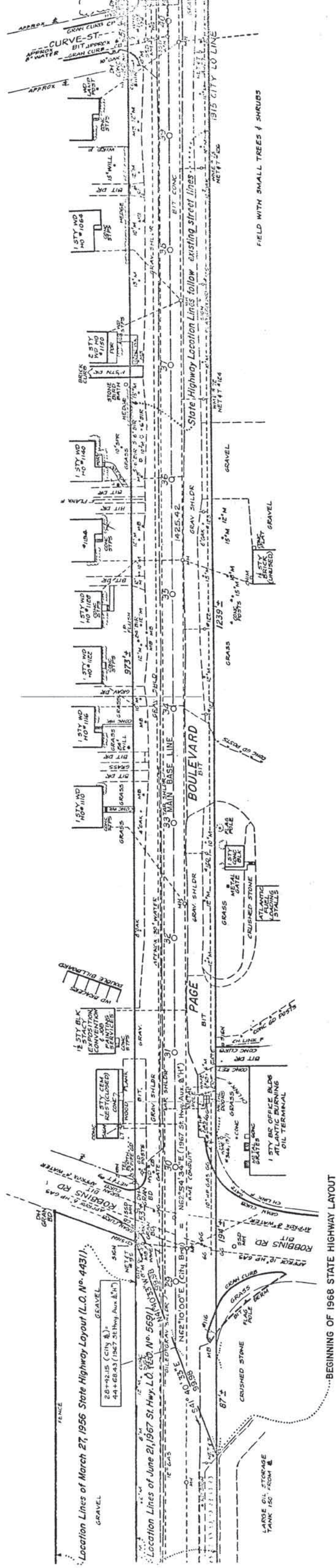
STATE HIGHWAY LAYOUT #5734
Page Blvd., Robbins Rd. to Pasco Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 112 PAGES 54(a)-58(b).

INDEXING

STATE HIGHWAY LAYOUT #5734

- Image Info** SH67030 Springfield
- Image Info** SH67030 Page Boulevard
- Image Info** SH67030 Pasco Road
- Image Info** SH67030 Robbins Road



A TRUE COPY-ATTEST

Edward F Doyle

SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS -
COMMONWEALTH OF MASSACHUSETTS

This certifies that the sections of road marked on this plan "City Layout" were laid out in behalf of the City of Springfield by the Massachusetts Department of Public Works on January 31, 1968 under authority of Chapter 448 of the Acts of 1948.

Edward Lick

John C. Donadio

Martha G. Bradley
Robert S. Foster
Department of Public Works.

This certifies that the road shown on this plan was laid out and taken charge of as a State Highway by the Department of Public Works on January 31, 1968 in accordance with Chapter 81 of the General Laws.

David L. Linn

10.05.20

Marshall Washington
Robert S. Foster
Department of Public Works

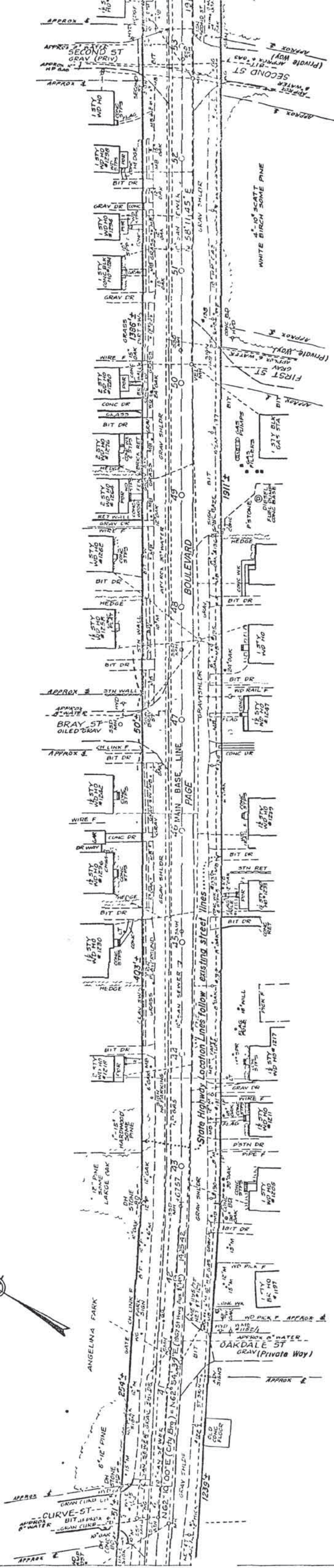
The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of

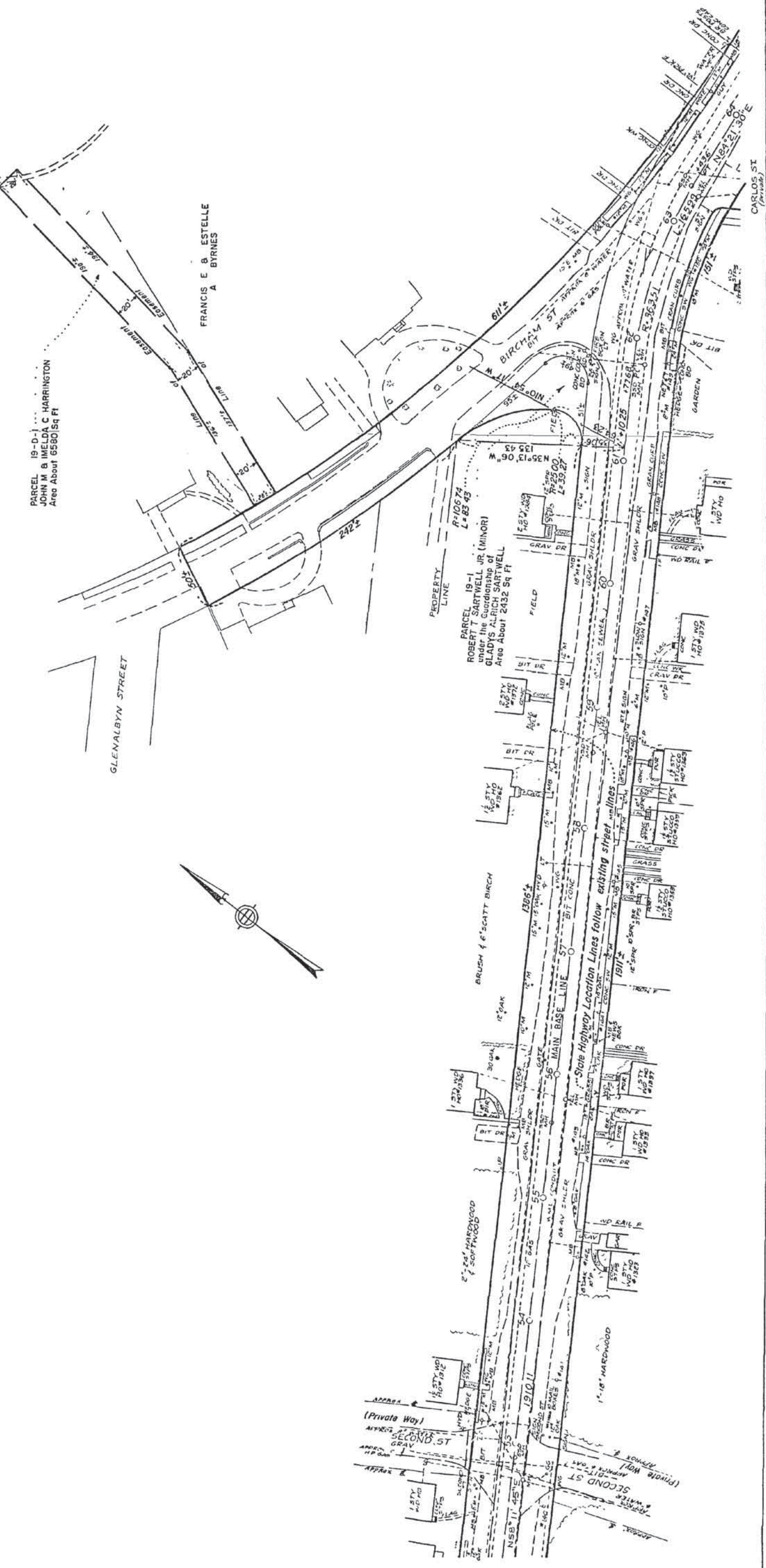
SPRINGFIELD
HAMPDEN COUNTY

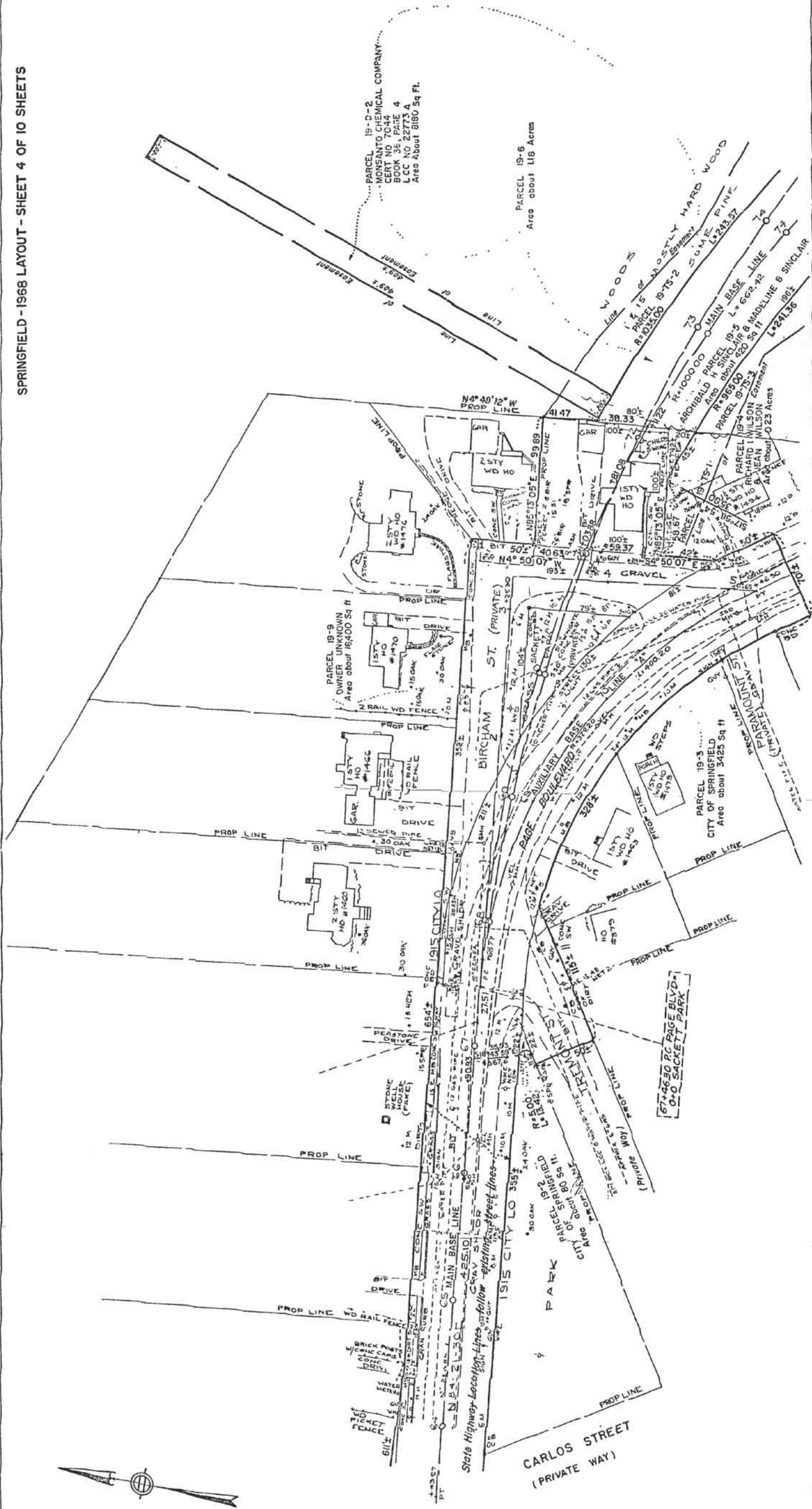
Laid out as a State Highway by the
Department of Public Works

JANUARY 31, 1968
Scale: 80 feet to the inch

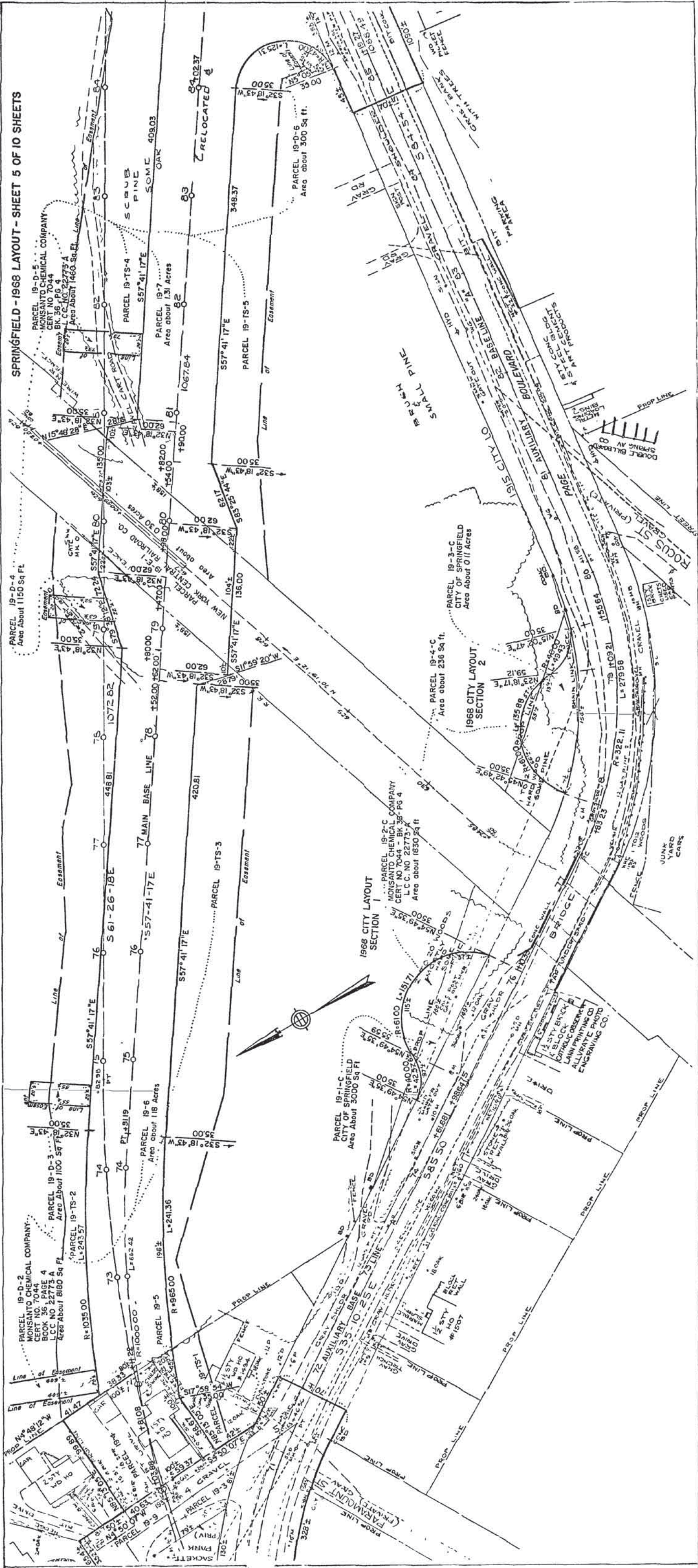
Chief Engineer

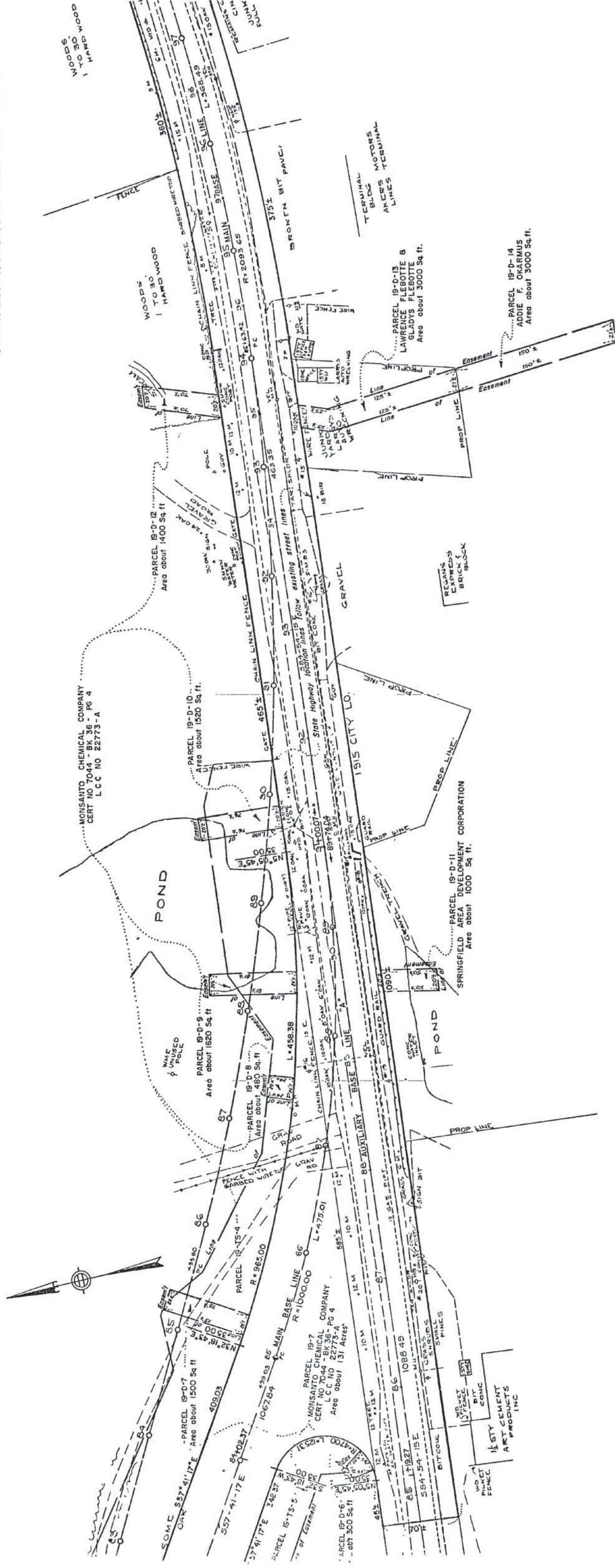


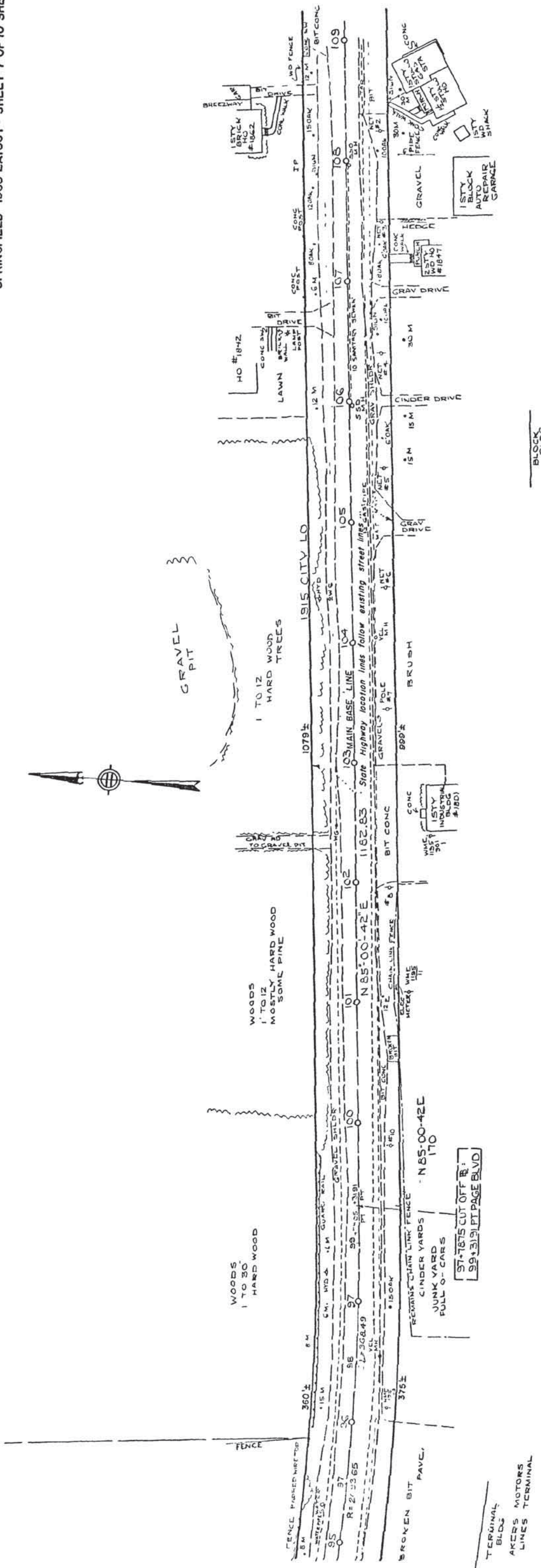


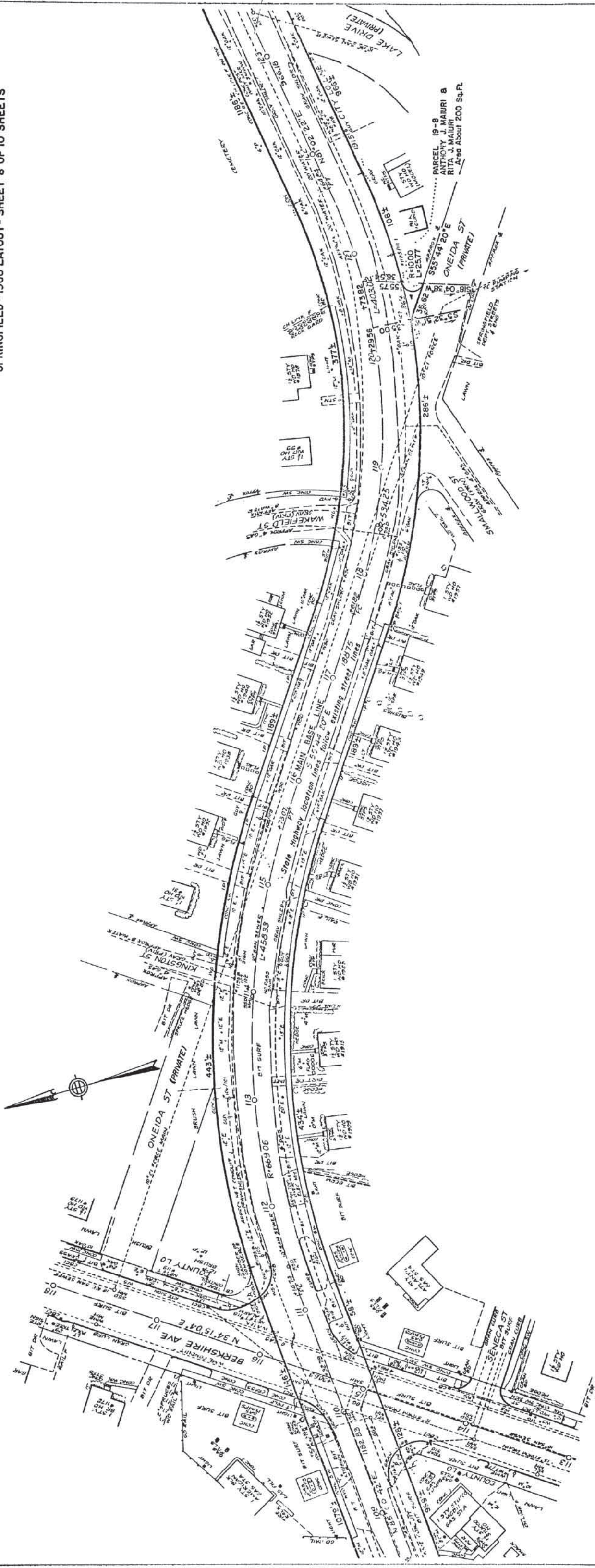


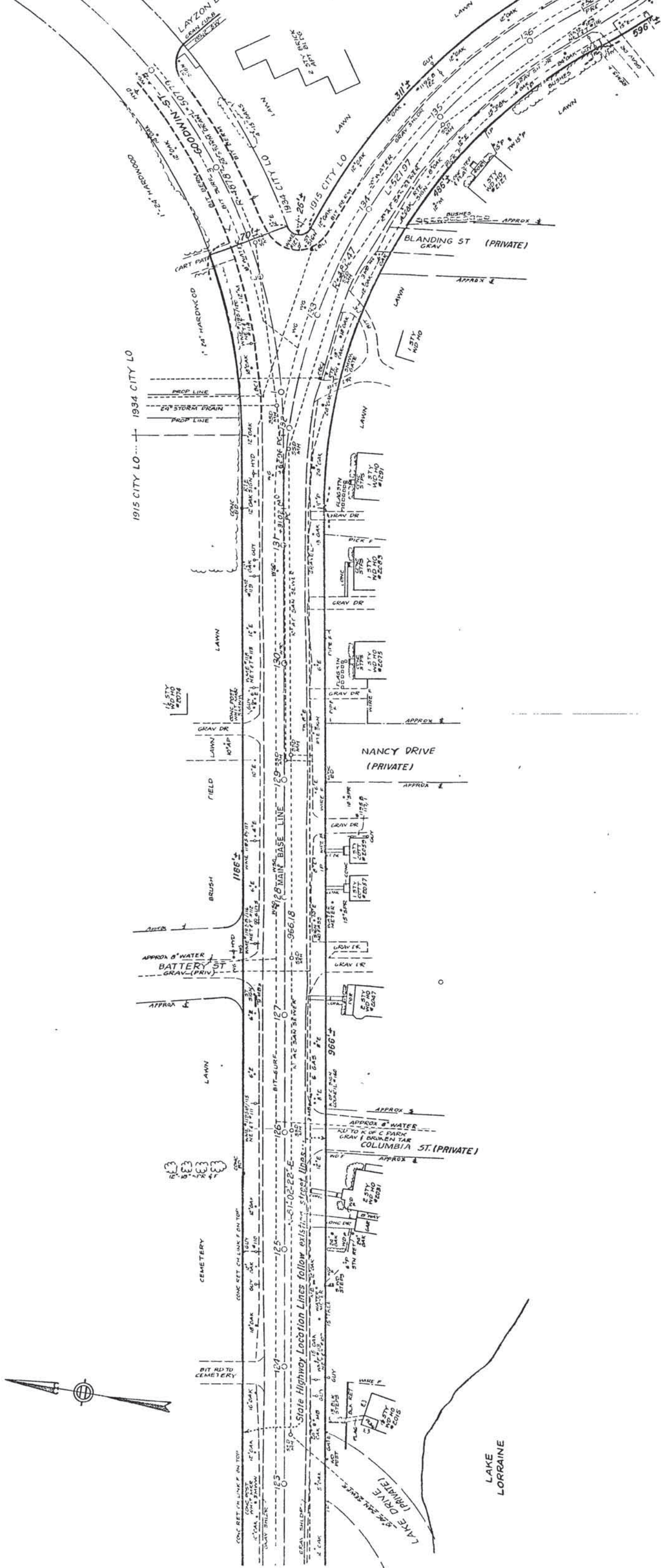
SPRINGFIELD - 1968 LAYOUT - SHEET 5 OF 10 SHEETS

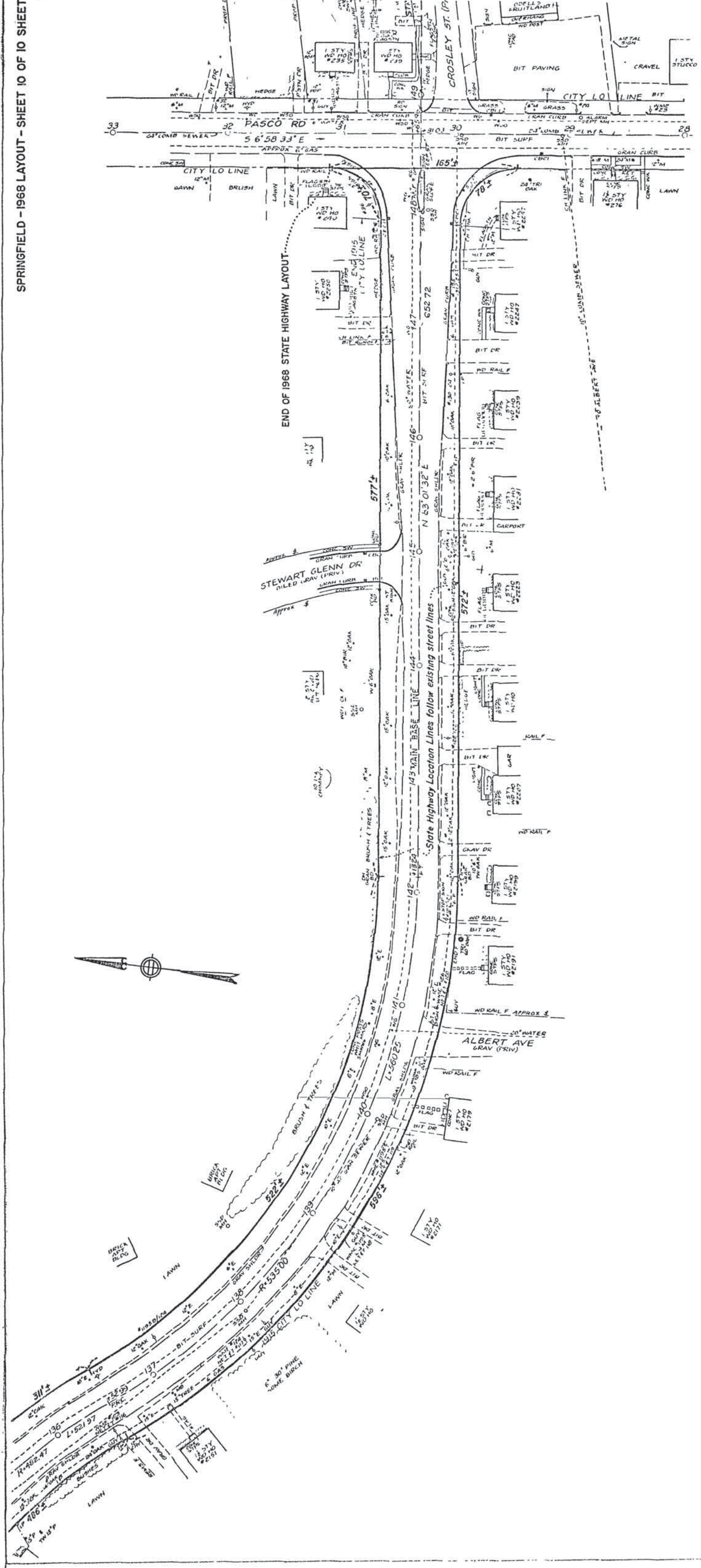














The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

February

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of January 31, 1968, alter the location of a section of State highway laid out in the City of Springfield in the year 1967, and has laid out two sections of said way on behalf of the City of Springfield.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle
EDWARD F. DOYLE

Secretary.

~~Registered Mail~~

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---00000---

Layout No. 5734

and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, after public notice and a hearing of all parties interested on September 15, 1967, as required by Chapter 218 of the Acts of 1937, hereby adjudges that public necessity and convenience require that the Commonwealth should lay out and take of as a State highway, a road in the City of Springfield, County of Hampden.

The layout consists of establishing a State highway location for the most part following the existing City layout of Page Boulevard, and in part on new location. The layout extends from the easterly location line of the June 21, 1967 State highway layout (Layout #5691) easterly about 2.25 miles to the existing westerly street line of Pasco Road and crosses the Right of Way of the New York Central Railroad Co. at other than grade about Station 79+50 of the main baseline hereinafter described.

The main baseline for the layout begins at a point shown on plan as Station 28+42.15, said point being identical with Station 44+68.43 of auxiliary baseline "H" of the aforesaid Layout #5691, and extends thence in part following said auxiliary baseline, North 62-10-00 East (would be North 62°54'34" East if referred to the system of bearings used in 1967) 1425.42 feet; thence North 58°11'45" East 1910.11 feet; thence by a curve to the right of 363.51 feet radius, 165.99 feet; thence North 84°21'30" East, 425.10 feet; thence by a curve to the right of 1000.00 feet radius, 662.42 feet; thence South 57°41'17" East,

1067.84 feet; thence by a curve to the left of 1000.00 feet radius, 475.01 feet to a point shown on plan as Station 89+74.04 for the line back and as Station 91+00.07 for the line ahead; thence South $84^{\circ}54'15''$ East, 463.35 feet; thence by a curve to the left of 2093.65 feet radius, 368.49 feet; thence North $85^{\circ}00'42''$ East, 1182.83 feet; thence by a curve to the right of 669.06 feet radius, 458.33 feet; thence South $55^{\circ}44'20''$ East, 188.75 feet; thence by a curve to the left of 534.25 feet radius, 403.02 feet; thence North $81^{\circ}02'22''$ East, 966.18 feet; thence by a curve to the right of 482.47 feet radius, 521.97 feet; thence by a curve to the left of 535.00 feet radius, 560.25 feet; thence North $83^{\circ}01'32''$ East, 652.72 feet to the point of ending thereof in the existing roadway of Pasco Road, shown on plan as Station 148+65.96.

The length of the State highway hereby laid out is about 11,870 feet.

An auxiliary baseline "A" begins at a point shown on plan as Station 67+46.30, said point being identical with Station 67+46.30 of the Main baseline hereinbefore described, and extends thence by a curve to the right of 379.20 feet radius, 400.20 feet; thence South $35^{\circ}10'25''$ East, 585.50 feet; thence by a curve to the left of 322.11 feet radius, 279.58 feet; thence South $84^{\circ}54'15''$ East, 1088.49 feet to the point of ending thereof, shown on plan as Station 91+00.07; said point being identical with Station 91+00.07 of the main baseline hereinbefore described.

The northerly location line of the State highway hereby laid out begins at a point marking the point of ending of the easterly location line of said layout #5691 said point bearing North $41^{\circ}40'33''$ West and being 99.98 feet distant from Station 28+42.15 of the main baseline hereinbefore described, and extends thence leaving said location line, northeasterly as shown on plan crossing Robbins Road about 53 feet to the junction of the existing northerly street line of Page Boulevard

with the existing easterly street line of Robbins Road; thence following said northerly street line of Page Boulevard about 973 feet to a point marking the junction therewith of the existing southwesterly street line of Curve Street; thence northeasterly as shown on plan, leaving said street line of Page Boulevard and thence crossing said Curve Street, about 51 feet to a point marking the junction of the existing northeasterly street line thereof with said northerly street line of Page Boulevard; thence following said northerly street line of Page Boulevard in two courses, a total of about 657 feet to a point marking the junction therewith of the existing southwesterly street line of Bray Street; thence northeasterly as shown on plan, leaving said street line of Page Boulevard and crossing said Bray Street, about 50 feet to the junction of the existing northeasterly street line thereof with the northerly street line of Page Boulevard; thence, following said northerly street line, in part crossing Second Street, about 1386 feet to a point bearing North $35^{\circ}13'06''$ West and 35.06 feet distant from Station 61+10.25 of the aforesaid main baseline; thence leaving said northerly street line by a curve to the left of 25.00 feet radius, 39.27 feet to a point bearing North $10^{\circ}54'17''$ West and 64.23 feet distant from said Station 61+10.25; thence by another curve to the left of 106.74 feet radius, 83.43 feet to a point on the existing southwesterly street line of Bircham Street, said point bearing North $35^{\circ}13'06''$ West and being 135.43 feet distant from said Station 61+10.25; thence following said southwesterly street line of Bircham Street westerly about 242 feet; thence northerly crossing said Bircham Street about 50 feet to a point on the existing northeasterly street line thereof; thence following said northeasterly street line easterly about 611 feet to a point on the existing northerly street line of Page Boulevard; thence in part following said northerly street line

and in part following the northeasterly street line of Bircham Street a total of about 654 feet to a point bearing North $4^{\circ}50'07''$ West and about 91 feet distant from Station 71+03.88 of said main baseline; thence following said street line of Bircham Street, South $4^{\circ}50'07''$ East about 50 feet to a point bearing North $4^{\circ}50'07''$ West and 40.63 feet distant from said Station 71+03.88; thence leaving said street line North $85^{\circ}13'05''$ East, 99.89 feet to a point bearing North $4^{\circ}48'12''$ West and 79.80 feet distant from Station 72+11.22 of said main baseline; thence South $4^{\circ}48'12''$ East, 41.47 feet to a point bearing North $4^{\circ}48'12''$ West and 38.33 feet distant from said Station 72+11.22; thence parallel to said main baseline and 35.00 feet distant northeasterly therefrom to a point bearing North $32^{\circ}18'43''$ East, and 35.00 feet distant from Station 78+80.00 of said main baseline; thence South $79^{\circ}38'12''$ East, 72.24 feet to a point bearing North $32^{\circ}18'43''$ East and 62.00 feet distant from Station 79+47.00 of said main baseline; thence in part crossing the Right of Way of the New York Central Railroad Co. South $57^{\circ}41'17''$ East, 135.00 feet to a point bearing North $32^{\circ}18'43''$ East and 62.00 feet distant from Station 80+82.00 of said main baseline; thence South $15^{\circ}48'28''$ West, 28.16 feet to a point bearing North $32^{\circ}18'43''$ East and 35.00 feet distant from Station 80+90.00 of said main baseline; thence parallel to said main baseline and 35.00 feet distant northeasterly therefrom to a point again on said northerly street line of Page Boulevard, said point bearing North $5^{\circ}05'45''$ East and being 35.00 feet distant from Station 91+00.07 of said main baseline; thence following said northerly street line in 3 courses, a total of about 1904 feet to a point marking the junction therewith of the existing northwesterly street line of Berkshire Avenue; thence easterly as shown on plan, leaving said street line of Page Boulevard and crossing said Avenue, about 146 feet to a point marking

the junction of the existing southeasterly street line thereof with the aforesaid northerly street line of Page Boulevard; thence in part following said northerly street line of Page Boulevard and in part following the northwesterly street line of Goodwin Street, crossing Kingston Street, Wakefield Street and Battery Street, in four courses, a total of about 2195 feet to a point on said street line of Goodwin Street; thence crossing said Goodwin Street about 70 feet to a point on the existing southeasterly street line thereof; thence following said southeasterly street line about 26 feet to a point marking the junction therewith of the existing northerly street line of Page Boulevard; thence following said northerly street line in part crossing Stewart Glenn Drive, in four courses, a total of about 1480 feet to a point at the end of the layout on the existing westerly street line of Pasco Road.

The southerly location line of the State highway hereby laid out begins at a point on the easterly location line of the aforesaid State highway layout #5691 said point marking the junction therewith of the existing southerly street line of Page Boulevard and bearing South $41^{\circ}40'33''$ East and being 99.98 feet distant from Station 28+42.15 of the main baseline hereinbefore described, and extends thence, following said southerly street line about 87 feet to a point marking the junction therewith of the existing westerly street line of Robbins Road; thence, crossing Robbins Road about 194 feet to a point marking the junction of the existing easterly street line thereof with the existing southerly street line of Page Boulevard; thence following said southerly street line in four courses a total of about 3656 feet, in part crossing Oakdale Street, First Street; Second Street and Carlos Street to a point bearing South $18^{\circ}43'59''$ East and 35.93 feet distant from Station 66+90.93 of said main baseline; thence leaving said street line of Page Boulevard by a curve

to the right of 500 feet radius, 13.42 feet to a point on the existing northwesterly street line of Tremont Street, said point bearing South $18^{\circ}43'59''$ East and being 45.67 feet distant from said Station 66+90.93; thence following said street line of Tremont Street southwesterly about 11 feet; thence, crossing Tremont Street, about 50 feet to a point on the existing southeasterly street line thereof; thence following said southeasterly street line northeasterly about 115 feet to a point marking the junction therewith of the existing southerly street line of Page Boulevard; thence following said southerly street line of Page Boulevard southeasterly about 328 feet; thence crossing said Boulevard about 70 feet to a point on the existing northerly street line thereof; thence following said northerly street line northwesterly about 50 feet to a point on the existing northeasterly street line of Bircham Street bearing South $4^{\circ}50'07''$ East and about 101 feet distant from Station 71+03.88 of said main baseline; thence leaving said street line of Page Boulevard and following said street line of Bircham Street North $4^{\circ}50'07''$ West, about 42 feet to a point bearing South $4^{\circ}50'07''$ East and 59.37 feet distant from said Station 71+03.88; thence leaving said street line of Bircham Street North $85^{\circ}13'05''$ East, 58.67 feet to a point bearing South $17^{\circ}58'54''$ West and 35.00 feet distant from Station 71+81.08 of said main baseline; thence parallel to said main baseline and 35.00 feet distant therefrom to a point bearing South $32^{\circ}18'43''$ West and 35.00 feet distant from Station 78+52.00 of said main baseline; thence South $11^{\circ}59'20''$ West, 28.79 feet to a point bearing South $32^{\circ}18'43''$ West and 62.00 feet distant from Station 78+62.00 of said main baseline; thence in part crossing the Right of Way of the New York Central Railroad Co. South $57^{\circ}41'17''$ East, 136.00 feet to a point bearing South $32^{\circ}18'43''$ West and 62.00 feet distant from Station 79+98.00 of said main baseline; thence South $83^{\circ}25'44''$ East, 62.17 feet to a point bearing South $32^{\circ}18'43''$ West and 35.00 feet

distant from Station 80+54.00 of said main baseline; thence South $57^{\circ}41'17''$ East, 348.37 feet to a point bearing South $32^{\circ}18'43''$ West and 35.00 feet distant from Station 84+02.37 of said main baseline; thence by a curve to the right of 47.00 feet radius, 125.31 feet to a point on the existing northerly street line of Page Boulevard, said point bearing North $5^{\circ}05'45''$ East and being 35.00 feet distant from Station 85+19.27 of auxiliary baseline "A", hereinbefore described; thence following said northerly street line westerly about 45 feet; thence crossing said Boulevard about 70 feet to a point on the existing southerly street line thereof; thence following said southerly street line of Page Boulevard easterly in three courses, a total of about 2464 feet to a point marking the junction therewith of the existing northwesterly street line of Berkshire Avenue; thence easterly crossing said Avenue, about 128 feet to a point marking the junction of the existing southeasterly street line thereof with the existing southerly street line of Page Boulevard; thence following said southerly street line in four courses, in part crossing Smallwood Street and Oneida Street, a total of about 967 feet to a point thereon bearing South $5^{\circ}32'51''$ West and 35.00 feet distant from Station 120+29.56 of said main baseline; thence leaving said street line, South $55^{\circ}44'20''$ East, 36.62 feet to a point bearing South $18^{\circ}04'38''$ West and 55.75 feet distant from Station 120+73.82 of said main baseline; thence northwesterly, to northeasterly as shown on plan by a curve of 10.00 feet radius, 25.77 feet to a point again on the existing southerly street line of Page Boulevard, said point bearing South $18^{\circ}04'38''$ West and being 36.54 feet distant from said Station 120+73.82; thence following said southerly street line of Page Boulevard, in part crossing Lake Drive, Columbia Street, Nancy Drive, Blanding Street and Albert Avenue, in six

courses, a total of about 2706 feet to a point at the end of the layout on the existing westerly street line of Pasco Road.

The easterly end of the State highway hereby laid out is defined by a line crossing Page Boulevard and extending southerly about 165 feet between the points of ending of the northerly and southerly location lines hereinbefore described.

The location lines of the State highway hereby laid out are to be further defined by bounds set thereon at angle points, points of curvature and at the points of beginning and ending thereof, where feasible.

In connection with the laying out of the State highway as hereinbefore described, it is necessary to lay out 2 sections of highway on behalf of the City of Springfield. Said sections of highway, designated on the plan hereinafter referred to as Sections 1 and 2, are hereby laid out on behalf of said City of Springfield under the provisions of Chapter 448 of the Acts of 1948, and are described as follows:

Section 1

The first section of highway hereby laid out on behalf of the City of Springfield establishes a location for a cul-de-sac on the northerly side of Page Boulevard.

The location line of said first section begins at a point on the existing northerly street line of Page Boulevard bearing North $54^{\circ}49'35''$ East and 35.00 feet distant from Station 74+61.68 of auxiliary baseline "A" hereinbefore described and extends thence, leaving said street line southeasterly to easterly by a curve of 40.00 feet radius, 42.57 feet to a point bearing North $54^{\circ}49'35''$ East and 55.59 feet distant from Station 74+96.64 of said auxiliary baseline "A"; thence by a curve to the right of 61.00 feet radius, 151.71 feet to a point at the end of this section again on said northerly street line of Page Boulevard, said

point bearing North $54^{\circ}49'35''$ East and being 35.00 feet distant from Station 76+10.33 of said auxiliary baseline "A".

Section 2

The second section of highway hereby laid out on behalf of the City of Springfield establishes a location for a cul-de-sac on the northerly side of Page Boulevard.

The location line of said second section begins at a point on the existing northerly street line of Page Boulevard bearing North $45^{\circ}42'49''$ East and 35.00 feet distant from Station 77+83.23 of auxiliary baseline "A", hereinbefore described and extends thence, leaving said street line northeasterly to easterly to southeasterly to southerly by a curve of 61.00 feet radius, 135.88 feet to a point bearing North $23^{\circ}18'17''$ East and 59.12 feet distant from Station 79+09.21 of said auxiliary baseline "A"; thence by a curve to the left of 40.00 feet radius, 49.43 feet to a point at the end of this section, again on said northerly street line of Page Boulevard, said point bearing North $15^{\circ}02'47''$ East and being 35.00 feet distant from Station 79+55.64 of said auxiliary baseline "A".

The location lines of the sections of highway hereby laid out on behalf of the City of Springfield are to be further defined by bounds set thereon at points of curvature and at the points of beginning and ending of each section.

Easements are hereby taken in the parcels of land hereinafter described as Parcels 19-D-1 to 19-D-14 inclusive, for the purpose of draining and maintaining the State highway location hereinbefore described. Said easements consist of the right to enter upon said land at any time to construct thereon and to maintain and use drainage structures and/or ditches, together with the right to discharge surface water upon said land.

Parcel 19-D-1. A parcel of land supposed to be owned by John M. and Imelda C. Harrington adjoining the northerly location line of the State highway hereinbefore described, located on the northeasterly side of Bircham Street about 330 feet northwesterly from the junction of Bircham Street and Page Boulevard, comprising a strip of land 20 feet in width, bounded southerly by Bircham Street about 20 feet; westerly in two courses of about 136 feet and about 190 feet respectively, northerly 20 feet and easterly about 194 feet, all by other land of said Harrington; and again easterly about 137 feet by land now or formerly of Francis E. and Estelle A. Byrnes; containing about 6,580 square feet.

Parcel 19-D-2. A parcel of land owned by Monsanto Chemical Company comprising a portion of the land registered in the Land Court at Boston (Land Court Case 22773A) and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield under Certificate 7044, Book 36, Page 4, and bounded as follows: southerly by the State highway location hereinbefore described about 20 feet; westerly about 409 feet, northerly about 20 feet and easterly about 409 feet, all by other registered land of said Monsanto Chemical Company, containing about 8,180 square feet.

Parcel 19-D-3. A parcel of land owned by Monsanto Chemical Company comprising a portion of the land registered in the Land Court at Boston (Land Court Case 22773-A) and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield, under Certificate 7044, Book 36, Page 4, and bounded as follows: southwesterly by the State highway location hereinbefore described about 20 feet; northwesterly about 55 feet, northeasterly about 20 feet, and southeasterly about 55 feet, all by other registered land of said Monsanto Chemical Company; containing about 1,100 square feet.

Parcel 19-D-4. A parcel of land owned by Monsanto Chemical Company, comprising a portion of the land registered in the Land Court at Boston (Land Court Case 22773-A) and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield, under Certificate 7044, Book 36, Page 4, and bounded as follows: southerly by the State highway location hereinbefore described about 22 feet; northwesterly about 63 feet, northeasterly about 20 feet and southeasterly about 52 feet, all by other registered land of said Monsanto Chemical Company; containing about 1,150 square feet.

Parcel 19-D-5. A parcel of land owned by Monsanto Chemical Company comprising a portion of the land registered in the Land Court at Boston (Land Court Case 22773-A) and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield, under Certificate 7044, Book 36, Page 4, and bounded as follows: southwesterly by the State highway location hereinbefore described, about 20 feet; northwesterly about 73 feet, northeasterly about 20 feet and southeasterly about 73 feet, all by other registered land of said Monsanto Chemical Company; containing about 1,460 square feet.

Parcel 19-D-6. A parcel of land owned by Monsanto Chemical Company comprising a portion of the land registered in the Land Court at Boston (Land Court Case 22773-A) and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield, under Certificate 7044, Book 36, Page 4, adjoining the southerly location line of the State highway layout hereinbefore described, bounded southeasterly by said State highway location about 20 feet; southwesterly about 20 feet, northwesterly about 10 feet and northeasterly about 20 feet, all by other registered land of said Monsanto Chemical Company; containing about 300 square feet.

Parcel 19-D-7. A parcel of land owned by Monsanto Chemical Company comprising a portion of the land registered in the Land Court at Boston (Land Court Case 22773-A) and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield, under Certificate 7044, Book 36, Page 4, and bounded as follows: southwesterly by the State highway location hereinbefore described about 20 feet; northwesterly about 75 feet, northeasterly about 20 feet and southeasterly about 75 feet, all by other registered land of said Monsanto Chemical Company, containing about 1,500 square feet.

Parcel 19-D-8. A parcel of land owned by Monsanto Chemical Company comprising a portion of the land registered in the Land Court at Boston (Land Court Case 22773-A) and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield, under Certificate 7044, Book 36, Page 4, and bounded as follows: southerly about 20 feet by the State highway location hereinbefore described; westerly about 24 feet, northerly about 20

feet and easterly about 24 feet, all by other registered land of said Monsanto Chemical Company; containing about 480 square feet.

Parcel 19-D-9. A parcel of land owned by Monsanto Chemical Company comprising a portion of the land registered in the Land Court at Boston (Land Court Case 22773-A) and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield, under Certificate 7044, Book 36, Page 4, and bounded as follows: southerly by the State highway location hereinbefore described about 20 feet; westerly about 81 feet, northerly about 20 feet and easterly about 81 feet, all by other registered land of said Monsanto Chemical Company; containing about 1,620 square feet.

Parcel 19-D-10. A parcel of land owned by Monsanto Chemical Company comprising a portion of the land registered in the Land Court at Boston (Land Court Case 22773-A) and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield, under Certificate 7044, Book 36, Page 4, and bounded as follows; southerly by the State highway location hereinbefore described about 20 feet; westerly about 76 feet, northerly about 20 feet and easterly about 76 feet, all by other registered land of said Monsanto Chemical Company, containing about 1,520 square feet.

Parcel 19-D-11. A parcel of land supposed to be owned by the Springfield Area Development Corporation adjoining the southerly location line of the State highway hereinbefore described, and bounded by said location line and by the line connecting the following points; opposite Station 88+40 of the aforesaid main base line and on said location line; opposite said Station 88+40 and about 50 feet from said location line; opposite Station 88+60 of said main base line and about 50 feet from said location line; and opposite

said Station 88+60 and on said location line; containing about 1,000 square feet.

Parcel 19-D-12. A parcel of land owned by Monsanto Chemical Company comprising a portion of the land registered in the Land Court at Boston (Land Court Case 22773=A) and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield, under Certificate 7044, Book 36, Page 4, and bounded as follows; southerly about 20 feet by the State highway location hereinbefore described; westerly about 70 feet, northerly about 20 feet, and easterly about 70 feet, all by other registered land of said Monsanto Chemical Company; containing about 1,400 square feet.

Parcel 19-D-13. A parcel of land supposed to be owned by Lawrence Flebotte and Gladys Flebotte adjoining the southerly location line of the State highway hereinbefore described, and bounded northerly by said State highway location about 21 feet; easterly in two courses by other land of said Flebotte, about 25 feet and about 125 feet respectively; southerly by land now or formerly of Addie F. Okarmus about 21 feet; and westerly in two courses of about 125 feet and about 25 feet respectively by other land of said Flebotte; containing about 3,000 square feet.

Parcel 19-D-14. A parcel of land supposed to be owned by Addie F. Okarmus, located on the southerly side of the State highway location hereinbefore described, and bounded northerly by land now or formerly of Lawrence Flebotte and Gladys Flebotte (Parcel 19-D-13) about 21 feet; easterly about 150 feet, southerly about 21 feet and westerly about 150 feet, all by other land of said Okarmus; containing about 3,000 square feet.

Easements are hereby taken in the parcels of land hereinafter described as Parcels 19-TS-1 to 19-TS-5 inclusive for the purpose of constructing slopes of excavation or embankment and consist of the right to enter upon said land at any time during the effective period of the easements and to construct thereon slopes of excavation and/or embankment. Said easements are temporary in nature and are to be in effect only until 3 years from the date of this instrument.

Parcel 19-TS-1. A parcel of land supposed to be owned by Archibald H. Sinclair and Madeline B. Sinclair adjoining the southerly location line of the State highway hereinbefore described, bounded by said location line and by the line connecting the following points: about opposite Station 71+33 of the aforesaid main base line and about 70 feet distant therefrom and on said location line; about opposite Station 72+42 of said main base line and about 25 feet from said location line; and about opposite Station 72+30 of said main base line and on said location line.

Parcel 19-TS-2. A parcel of land owned by Monsanto Chemical Company comprising a portion of the land registered in the Land Court at Boston (Land Court Case 22773-A) and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield, under Certificate 7044, Book 36, Page 4, adjoining the northerly location line of the State highway hereinbefore described and bounded by said location line and by the line connecting the following points; about opposite Station 71+81 of the aforesaid main base line and on said location line; opposite Station 72+40 of said main base line and 34 feet from said location line; opposite Station 73+57 of said main base line and 18 feet from said location line;

opposite Station 74+54 of said main base line and 37 feet from said location line; opposite Station 76+14 of said main base line and 34 feet from said location line; opposite Station 77+10 of said main base line and 43 feet from said location line; opposite Station 77+50 of said main base line and 37 feet from said location line; opposite Station 79+47 of said main base line and 41 feet from said location line; about opposite Station 79+99 of said main base line and about 41 feet from said location line; and about opposite Station 79+66 of said main base line and on said location line.

Parcel 19-TS-3. A parcel of land owned by Monsanto Chemical Company comprising a portion of the land registered in the Land Court at Boston (Land Court Case 22773-A) and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield, under Certificate 7044, Book 36, Page 4, adjoining the southerly location line of the State highway hereinbefore described, and bounded by said location line and by the line connecting the following points; about opposite Station 72+30 of the aforesaid main base line and on said location line; about opposite Station 72+42 of said main base line and about 25 feet from said location line; opposite Station 73+15 of said main base line and 11 feet from said location line; opposite Station 74+75 of said main base line and 50 feet from said location line; about opposite Station 78+52 of said main base line and 50 feet from said location line; and about opposite Station 78+72 of said main base line and on said location line.

Parcel 19-TS-4 A parcel of land owned by Monsanto Chemical Company comprising a portion of the land registered in the Land Court at Boston (Land Court Case 22773-A) and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield under Certificate 7044, Book 36, Page 4, adjoining the northerly location line of the aforesaid State highway and bounded by said location line and by the line connecting the following points; about opposite Station 80+72 of the aforesaid^{main}/base line and on said location line; about opposite Station 81+08 of said main base line and about 70 feet from said location line; opposite Station 81+90 of said main base line and 70 feet from said location line; opposite Station 84+58 of said main base line and 50 feet from said location line; opposite Station 85+02 of said main base line and 76 feet from said location line; opposite Station 85+18 of said main base line and 75 feet from said location line; opposite Station 85+56 of said main base line and 51 feet from said location line; opposite Station 86+83 of said main base line and 23 feet from said location line; opposite Station 87+93 of said main base line and 21 feet from said location line; opposite Station 88+57 of said main base line and 62 feet from said location line; opposite Station 91+52 of said main base line and 68 feet from said location line; opposite Station 91+90 of said main base line and 55 feet from said location line; and opposite Station 91+85 of said main base line and on said location line.

Parcel 19-TS-5 A parcel of land owned by Monsanto Chemical Company comprising a portion of the land registered in the Land Court at Boston (Land Court Case 22773-A) and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield under Certificate 7044, Book 36, Page 4, adjoining

the southerly location line of the State highway hereinbefore described and bounded by said location line and by the line connecting the following points; about opposite Station 79+76 of the aforesaid main baseline and on said location line; about opposite Station 79+52 of said main base line and about 30 feet from said location line; opposite Station 80+80 of said main base line and 40 feet from said location line; opposite Station 84+12 of said main base line and 75 feet distant therefrom; and opposite Station 85+29 of auxiliary base line "A" hereinbefore described and on said location line.

The locations of the above described easements are more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining said State highway, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, all of the land outside the limits of the existing public way or ways and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables, and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Springfield, County of Hampden, all of said land being taken in fee simple, with the exception of Parcel 19-E-1 in which an easement for highway purposes is hereby taken, the supposed owners of Parcels 19-1 to 19-9 inclusive, shown on the plan hereinafter referred to, being set forth in the schedule hereinafter contained, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the

foregoing description.

For the purpose of laying out, constructing and maintaining the Sections of City highway above described, the Department of Public Works, on behalf of the City of Springfield, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws and of Chapter 679 of the Acts of 1965, Parcels 19-1-C to 19-4-C inclusive, shown on the plan hereinafter referred to, including all trees and structures, located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communications) situated in the City of Springfield, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The State highway hereby laid out, the sections of City highway hereby laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled "The Commonwealth of Massachusetts Plan of Road in the City of Springfield, Hampden County Laid out as a State highway by the Department of Public Works January 31, 1968. Scale: 80 feet to the inch," an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County at Springfield.

Certain parcels of land included in this taking are registered land and are shown on the plan hereinbefore referred to as Parcels 19-6; 19-7; 19-2-C; 19-4-C; 19-D-2; 19-D-3; 19-D-4; 19-D-5; 19-D-6; 19-D-7; 19-D-8; 19-D-9; 19-D-10; 19-D-12; 19-TS-2; 19-TS-3; 19-TS-4 and 19-TS-5; said land being registered in the Land Court at Boston (Land Court Case 22773-A) and being recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield under Certificate 7044, Book 36, Page 4 and being owned by Monsanto Chemical Company.

For damages sustained by the following persons in their property by reason of the aforesaid takings and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
19-1	Robert T. Sartwell Jr. (Minor) under the guardianship of Gladys Alrich Sartwell	2432 S.F.
19-2	City of Springfield	80 S.F.
19-3	City of Springfield	3425 S.F.
19-4	Richard I. Wilson & Jean Wilson	0.23 Acres
19-5	Archibald H. Sinclair & Madeline B. Sinclair	420 S.F.
19-6	Monsanto Chemical Company	1.18 Acres
19-7	Monsanto Chemical Company	1.31 Acres
19-8	Anthony J. Maiuri & Rita J. Maiuri	200 S.F.
19-9	Owner Unknown (Bircham St.)	16400 S.F.
19-T-C	City of Springfield	3000 S.F.

<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
19-2-C	Monsanto Chemical Company	1830 S. F.
19-3-C	City of Springfield	0.11 Acres
19-4-C	Monsanto Chemical Company	236 S. F.
19-E-1	New York Central Railroad Co.	0.30 Acres
19-D-1	John M. Harrington & Imelda C. Harrington	6580 S.F.
19-D-2	Monsanto Chemical Company	8180 S.F.
19-D-3	Monsanto Chemical Company	1100 S. F.
19-D-4	Monsanto Chemical Company	1150 S.F.
19-D-5	Monsanto Chemical Company	1460 S.F.
19-D-6	Monsanto Chemical Company	300 S. F.
19-D-7	Monsanto Chemical Company	1500 S.F.
19-D-8	Monsanto Chemical Company	480 S.F.
19-D-9	Monsanto Chemical Company	1620 S.F.
19-D-10	Monsanto Chemical Company	1520 S.F.
19-D-11	Springfield Area Development Corporation	1000 S.F.
19-D-12	Monsanto Chemical Company	1400 S.F.
19-D-13	Lawrence Flebotte & Gladys Flebotte	3000 S.F.
19-D-14	Addie F. Okarmus	3000 S.F.
19-TS-1	Archibald H. Sinclair & Madeline B. Sinclair	-
19-TS-2	Monsanto Chemical Company	-
19-TS-3	Monsanto Chemical Company	-
19-TS-4	Monsanto Chemical Company	-
19-TS-5	Monsanto Chemical Company	-

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

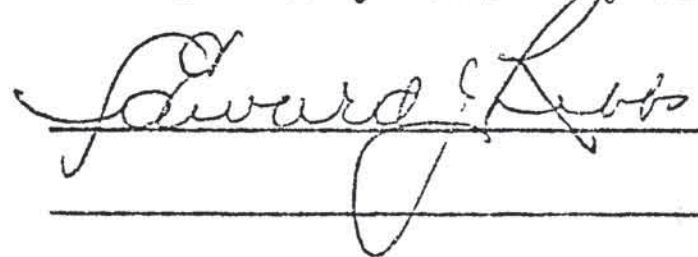
Voted: That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file in the Office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out and taken charge of said way in accordance with said plan, together with a copy of this adjudication and vote.

It is also

Voted: That the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of The Department of Public Works, attesting that said Department of Public Works has laid out said sections of City way in accordance with said plan.

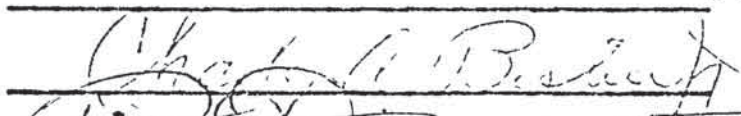
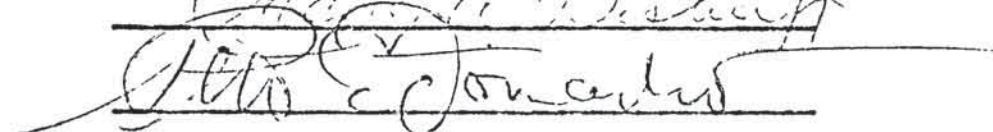
Dated at Boston this thirty-first day of January, 1968.

J. A. S.



Department

of

Public Works



1968

Springfield



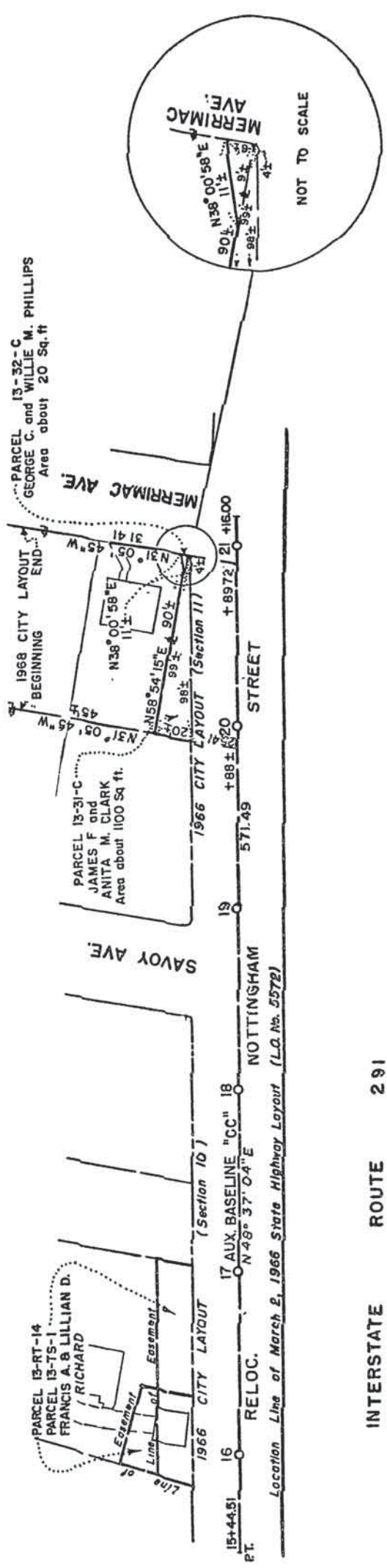
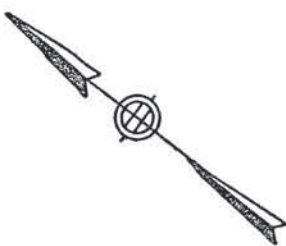
STATE HIGHWAY LAYOUT #5781
I- 291, Merrimac Ave. & Nottingham St. intersection
widening (for City of Springfield)

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 115 PAGES 23(b).

INDEXING

STATE HIGHWAY LAYOUT #5781

- Image Info SH67032 Springfield
- Image Info SH67031 Merrimac Avenue
- Image Info SH67031 Nottingham Street



INTERSTATE ROUTE 291

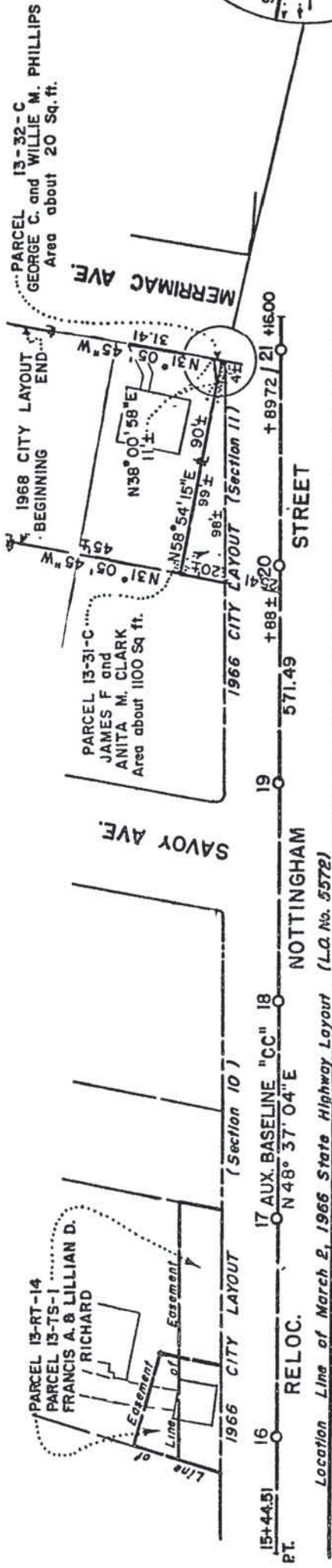
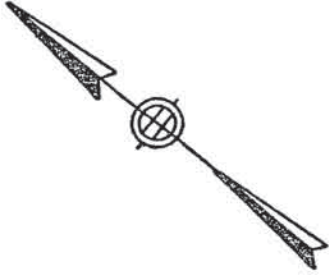
A True and Correct Copy
Edward T. [Signature]
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

This certifies that the section of road marked on this plan "City Layout" was laid out in behalf of the City of Springfield by the Massachusetts Department of Public Works on October 9, 1968 under authority of Chapter 448 of the Acts of 1948.

[Signatures]
Department of Public Works



The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
SPRINGFIELD
HAMPDEN COUNTY
Laid out as a City Highway by the
Department of Public Works
OCTOBER 9, 1968
Scale: 80 feet to the inch
[Signature] P.E.
Chief Engineer
Layout No. 5781



INTERSTATE ROUTE 291

A TRUE COPY-ATTEST
Edward F Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS



This certifies that the section of road marked on this plan "City Layout" was laid out in behalf of the City of Springfield by the Massachusetts Department of Public Works on October 9, 1968 under authority of Chapter 44B of the Acts of 1948.

Edward F Doyle
Charles A. Burt
John E. Donohue

Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of

SPRINGFIELD

HAMPDEN COUNTY
Laid out as a City Highway by the
Department of Public Works
OCTOBER 9, 1968

Scale: 80 feet to the inch
Daniel J. Donohue P.E.

Chief Engineer

Layout

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---00000---

Layout No. 5781
and Order of Taking

The Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, does hereby lay out a section of highway on behalf of the City of Springfield County of Hampden, under the provisions of Chapter 448 of the Acts of 1948, said layout being in connection with the State highway (Interstate Route 291) laid out on March 2, 1966 (Layout No. 5572), being described as follows:

The section of highway hereby laid out on behalf of the City of Springfield, establishes a location for the widening of a portion of Section 11 of the City highway laid out on March 2, 1966 on the northwesterly side thereof, adjoining the southwesterly street line of Merrimac Avenue, and is more fully described as follows.

The stations hereinafter referred to are points on auxiliary baseline "CC" of the aforesaid 1966 State highway layout.

The location line of the section of highway hereby laid out on behalf of the City of Springfield, begins at a point on the northwesterly location line of the eleventh section of City highway laid out on March 2, 1966, said point bearing north $31^{\circ}05'45''$ west and being 25.41 feet distant from about station 19+88 and extends thence, leaving said location line, north $31^{\circ}05'45''$ west about 20 feet to a point bearing north $31^{\circ}05'45''$ west and about 45 feet distant from about station 19+88; thence north $58^{\circ}54'15''$ east about 90 feet; thence north $38^{\circ}00'58''$ east about 11 feet to the point of ending thereof, on the existing southwesterly street line of Merrimac Avenue, said point bearing north $31^{\circ}05'45''$ west and being 31.41 feet distant from station 20+89.72.

The location line of the section of City highway hereby laid out is to be further defined by bounds set thereon at angle points and at the point ending thereof.

In connection with the construction of the tenth Section of City highway

laid out on March 2, 1966, it is necessary to take easements in the parcels of land hereinafter described as Parcels 13-RT-14 and 13-TS-1. Said easements are for the purpose of removing a structure located wholly outside of the location of said tenth section of City highway, and to construct slopes, respectively.

The easement hereby taken in Parcel 13-RT-14 consists of the right to enter upon said land at any time during the effective period of said easement and to remove and/or demolish structures or portions of structures now located upon said land. Said easement is temporary in nature and is to be in effect only until such time as the aforesaid purpose for which it is taken has been accomplished.

Parcel 13-RT-14. A parcel of land supposed to be owned by Francis A. and Lillian D. Richard, adjoining the location line of the 1966 City layout (Section 10) for Relocated Nottingham Street, on the northwesterly side thereof, bounded by said location line and by the line connecting the following points: opposite about station 15+83 and on said location line; opposite about station 15+96 and about 40 feet from said location line; opposite station 16+38 and 28 feet from said location line; and opposite station 16+33 and on said location line.

The easement hereby taken in Parcel 13-TS-1 consists of the right to enter upon said land at any time during the effective period of said easement and to construct thereon slopes of excavation and/or embankment. Said easement is temporary in nature and is to be in effect only until two years from the date of this instrument.

Parcel 13-TS-1. A parcel of land supposed to be owned by Francis A. and Lillian D. Richard, adjoining the location line of the 1966 City layout (Section 10) for Relocated Nottingham Street, on the northwesterly side thereof, bounded by said location line and by the line connecting the following points: opposite about station 15+83 and on said location line; opposite about station 15+90 and about 19 feet from said location line; opposite about station 17+07 and about 19 feet from said location line; and opposite about station 17+03 and on said location line.

The locations of the above described easements are more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining the section of City highway hereinbefore described, the Department of Public Works, on behalf of the City of Springfield, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws, and of Chapter 679 of the Acts of 1965, Parcels 13-31-C and 13-32-C shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Springfield, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, Sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The section of City highway hereby laid out and the aforesaid takings are shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Laid Out as a City Highway by the Department of Public Works October 9, 1968. Scale: 80 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof for good cause shown.

<u>Parcel</u>	<u>Supposed Owner</u>	<u>Area</u>
13-31-C	James F. and Anita M. Clark	1100 S.F.

<u>Parcel</u>	<u>Supposed Owner</u>	<u>Area</u>
13-32-C	George C. and Willie M. Phillips	20 S.F.
13-TS-1	Francis A. and Lillian D. Richard	
13-RT-14	Francis A. and Lillian D. Richard	

The names of owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

Voted: That the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Department of Public Works, attesting that said Department of Public Works has laid out said section of City way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this ninth day of October, 1968.

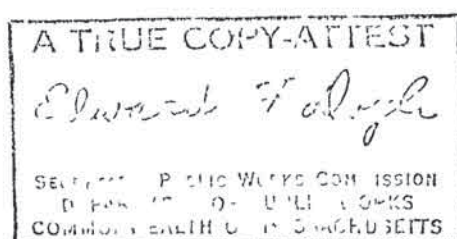
A.G.S.

/s/ Edward J. Ribbs

/s/ _____ Department

/s/ Charles A. Bisbee, Jr. of

/s/ Peter E. Donadio Public Works





L.O. No. 5781 &
Order of Taking

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

October 14, 1968

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of October 9, 1968, alter the location of a section of State highway laid out in the City of Springfield in the year 1966, and has laid out a section of said way on behalf of the City of Springfield.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle
EDWARD F. DOYLE

Secretary.

~~Registered Mail~~

1969

Springfield



STATE HIGHWAY LAYOUT #5829
I-291, widening a portion near Roosevelt Ave.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 120 PAGE 29(b).

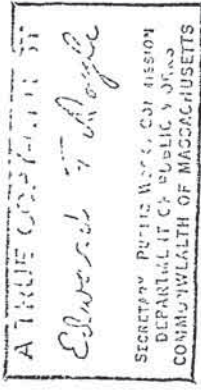
INDEXING

STATE HIGHWAY LAYOUT #5829

Image Info SH67032 Springfield

Image Info SH67032 I-291

Image Info SH67032 Roosevelt Avenue



Verdell D. F.
Chief Engineer

Charles A. Beach
 Peter C. Sonadis
 Robert S. Foster
 Department of Public Works

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---0000000---

Layout No. 5829
and Order of Taking

Whereas, the Department of Public Works acting on behalf of the Commonwealth of Massachusetts, did, under date of June 7, 1967 (L.O. #5685) lay out and take charge of as a limited access State Highway a road in the City of Springfield County of Hampden being known as Interstate Route 291 as shown on the plans of said State Highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said City of Springfield; and

Whereas, it now appears advisable to make certain changes in the southeasterly location line of said State Highway;

Now, therefore, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described, with limited access provisions.

The alteration consists of widening a portion of the aforesaid State highway location on the southeasterly side thereof and is more fully described as follows:

The baseline used for the alteration is the main baseline of the aforesaid State Highway layout and the Stations hereinafter referred to are points thereon.

The southeasterly location line of the State highway as hereby altered and laid out begins at a point on the southeasterly location line of the aforesaid

layout #5685, said point bearing S53° 59' 56" E and being 137.09 feet distant from Station 282+73.50 and extends thence leaving said location line N40° 35' 00" E 355.82 feet to a point on the existing westerly street line of Roosevelt Avenue, said point bearing S60° 14' 25" E and being 184.13 feet distant from Station 286+08.79; thence following said street line N22° 13' 25" W 98.18 feet to a point at the end of the alteration again on the southeasterly location line of the aforesaid layout #5685, said point bearing S61° 48' 35" E and being 107.61 feet distant from Station 286+66.31.

The location line of the State highway as hereby altered and laid out is to be further defined by bounds set thereon at an angle point and at the points of beginning and ending thereof.

The right of access to and egress from the State highway location is limited and neither access thereto nor egress therefrom is allowed across the location line thereof altered as hereinbefore described for its entire length.

Restrictions of access-egress imposed under the aforesaid layout #5685 are hereby voided insofar as applicable to that portion of the southeasterly location line thereof extending between the points of beginning and ending of the alteration hereinbefore described.

For the purpose of laying out, constructing and maintaining the portion of State highway altered as hereinbefore described, the Department of Public Works, on behalf of the Commonwealth of Massachusetts, does hereby take, under the provisions of Chapter 79 of the General Laws, and of Chapter 679 of the Acts of 1965, all of the land outside the limits of the existing public way or ways, and within the limits of the layout hereinbefore described, including all trees and structures located thereon (not, however, including poles, towers, lines, cables and other appurtenances for the conveyance of electricity and telephone communication) situated in the City of Springfield County of Hampden, all of said land being taken in fee simple, the supposed owner of Parcel 21-1 shown on the plan hereinafter referred to being hereinafter set forth, excepting

from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The State highway hereby altered and laid out and the aforesaid taking are shown on a plan signed by Daniel S. Morgan, Chief Engineer, and signed by the Department of Public Works, and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Altered and laid out as a State Highway by the Department of Public Works October 15, 1969 Scale: 80 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County, at Springfield.

For damages sustained by Western Massachusetts Electric Co. in its property by reason of the taking of the aforesaid Parcel 21-1 (Area about 15580 square feet) and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, an award is made. The Department reserves the right to amend the award or to increase the amount of damages to be paid at any time prior to the payment thereof, for good cause shown.

The name of the owner herein given, although supposed to be correct, is such only as a matter of opinion and belief.

It is therefore

Voted, That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said

way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Department of Public Works attesting that said Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this fifteenth day of October, 1969.

A.G.S.

/s/ Charles ^A. Bisbee, Jr.

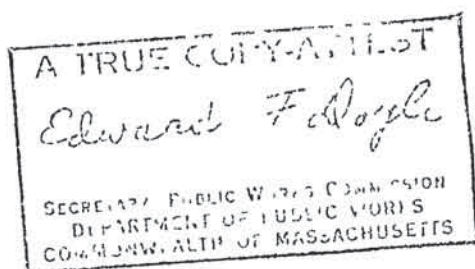
/s/ Peter E. Donadio

/s/ Robert S. Foster

DEPARTMENT

OF

PUBLIC WORKS





The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

Springfield
L.O. No. 5829 &
Order of Taking

October 16, 1969

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of October 15, 1969, alter the location of a section of State highway laid out in the City of Springfield in the year 1967.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway ^{with limited access provisions} as altered/in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle edo.
EDWARD F. DOYLE

Secretary.

~~REGISTERED MAIL~~

COUNTY
OF
HAMPDEN

COUNTY COMRS.
OCT 23 2 16 PM '69
HAMPDEN
OF
COUNTY

1970

Springfield



STATE HIGHWAY LAYOUT #5861
Longhill St., revision of limited access at Washington Blvd.

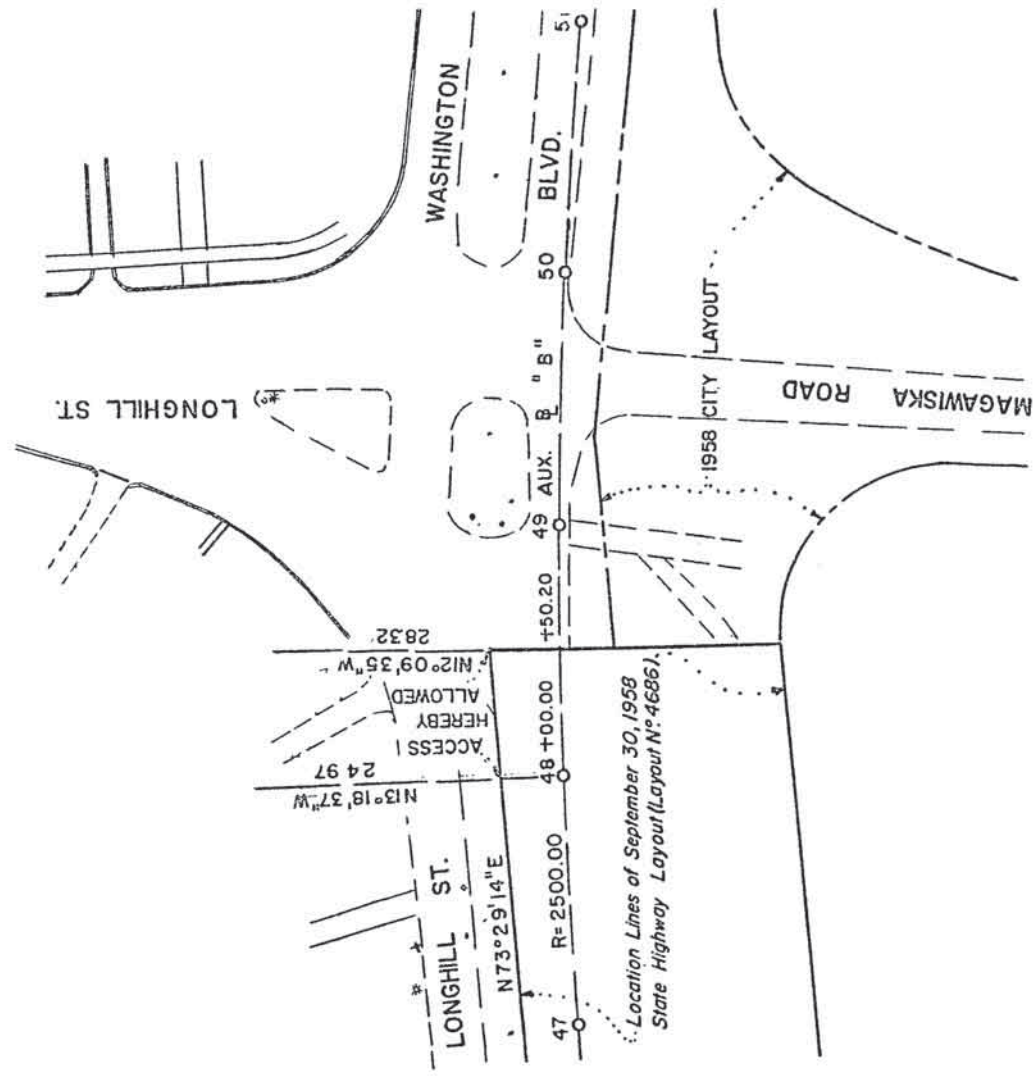
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 120 PAGE 117.

INDEXING

STATE HIGHWAY LAYOUT #5861

- Image Info** SH67033 Springfield
- Image Info** SH67033 Longhill Street
- Image Info** SH67033 Washington Boulevard

SPRINGFIELD - 1970 ALTERATION-ONE SHEET
LAYOUT NO 5861



A TRUE COPY-ATTEST
Edward F Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on January 14, 1970 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.

Robert S. Foster
Department of Public Works

NOTE: The alteration consists only of revising the limited access provisions of the September 30, 1958 State Highway Layout (Layout No 4686)

The Commonwealth of Massachusetts
PLAN OF ROAD
In the City of
SPRINGFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by
Department of Public Works
JANUARY 14, 1970
Scale: 80 feet to the inch
Robert S. Foster
Chief Engineer



THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

Layout No. 5861

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under date of September 30, 1958, (Layout No. 4686), lay out and take charge of as a limited access State highway a road in the City of Springfield County of Hampden, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said City of Springfield; and

Whereas, it now appears advisable to revise the limited access provisions of said State highway;

Now, Therefore, acting under the provisions of Chapter 81 of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the limited access provisions of said State highway, and should lay out and take charge of said State highway as altered, as hereinafter described, with limited access provisions.

The limited access provisions of the aforesaid 1958 State highway layout are hereby revised insofar as applicable to the southeasterly location line thereof, to allow free access to and egress from the State highway location, across said location line between a point thereon bearing north $13^{\circ}18'37''$ west and 24.97 feet distant from station 48+00.00 of auxiliary baseline "B" of said 1958

layout and a point thereon bearing north $12^{\circ}09'35''$ west and 28.32 feet distant from station 48+50.20 of said auxiliary baseline "B".

The State highway hereby altered and laid out is shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Altered and laid out as a State Highway by the Department of Public Works January 14, 1970 Scale: 80 feet to the inch", an attested copy of which is to be recorded with this order of layout in the Registry of Deeds for Hampden County, at Springfield.

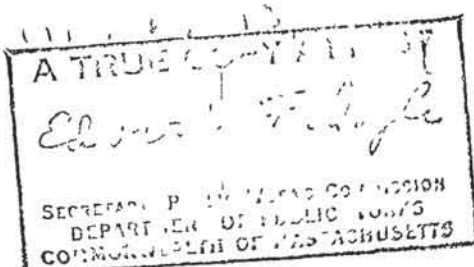
It is therefore

Voted: That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Public Works Commission, attesting that said Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this fourteenth day of January, 1970.

A.G.S.

_____	Members
_____	of the
<u>/s/ Peter E. Donadio</u>	Public Works
<u>/s/ Charles A. Bisbee, Jr.</u>	Commission
<u>/s/ Robert S. Foster</u>	





Springfield
L.O. No. 5861

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

January 19, 1970

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the
General Laws, Ter. Ed., the Department of Public Works
did, under date of Jan. 14, 1970, alter^{limited access} the location of
provisions
a section of State highway laid out in the City of Springfield
in the year 1958.

A plan thereof and a certificate that said De-
partment of Public Works has laid out and taken charge
of said State highway as altered in accordance with said
plan, are sent you herewith - ~~under separate cover~~ - for
filing in your office according to the law. An attested
copy of the adjudication and vote of the Commissioners
relative to the laying out and taking charge of said State
highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as
possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle
EDWARD F. DOYLE

Edl.
Secretary.

~~Registered Mail.~~

1971

Springfield



STATE HIGHWAY LAYOUT #5987
I-91, land transferred to City on east & west of
road between Broad St. & State St.

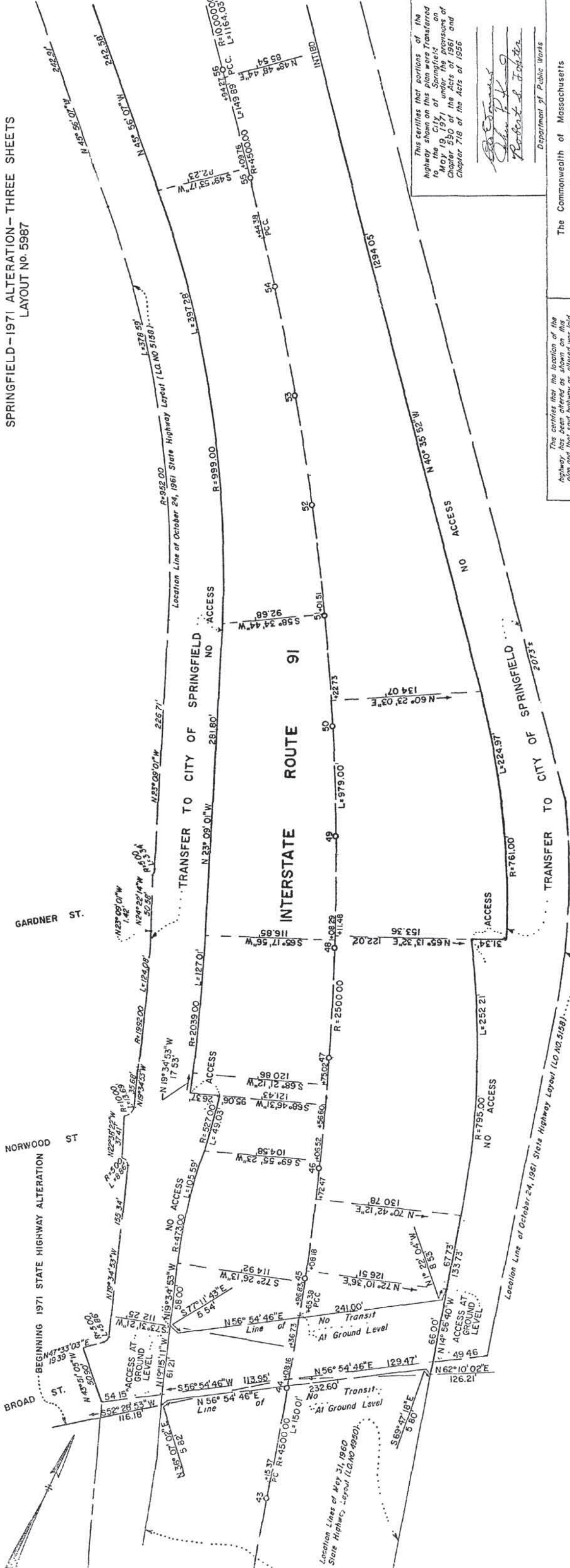
SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 128 PAGE 47.

INDEXING

STATE HIGHWAY LAYOUT #5987

- Image Info SH67034 Springfield
- Image Info SH67034 Broad Street
- Image Info SH67034 I-91
- Image Info SH67034 State Street

SPRINGFIELD-1971 ALTERATION-THREE SHEETS
LAYOUT NO. 5987



This certifies that portions of the highway shown on this plan were transferred to the City of Springfield on May 19, 1971 under the provisions of Chapter 590 of the Acts of 1961 and Chapter 718 of the Acts of 1956

John P. K...
Robert S. Foster

Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
in the City of
SPRINGFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
MAY 19, 1971
Scale 80 feet to the inch
Robert S. Foster
Chief Engineer
Layout No. 5987

This certifies that the location of the highway has been altered as shown on this plan and taken charge of as a State Highway by the Department of Public Works on May 19, 1971 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.

Edward F. Doyle
Robert S. Foster

Department of Public Works



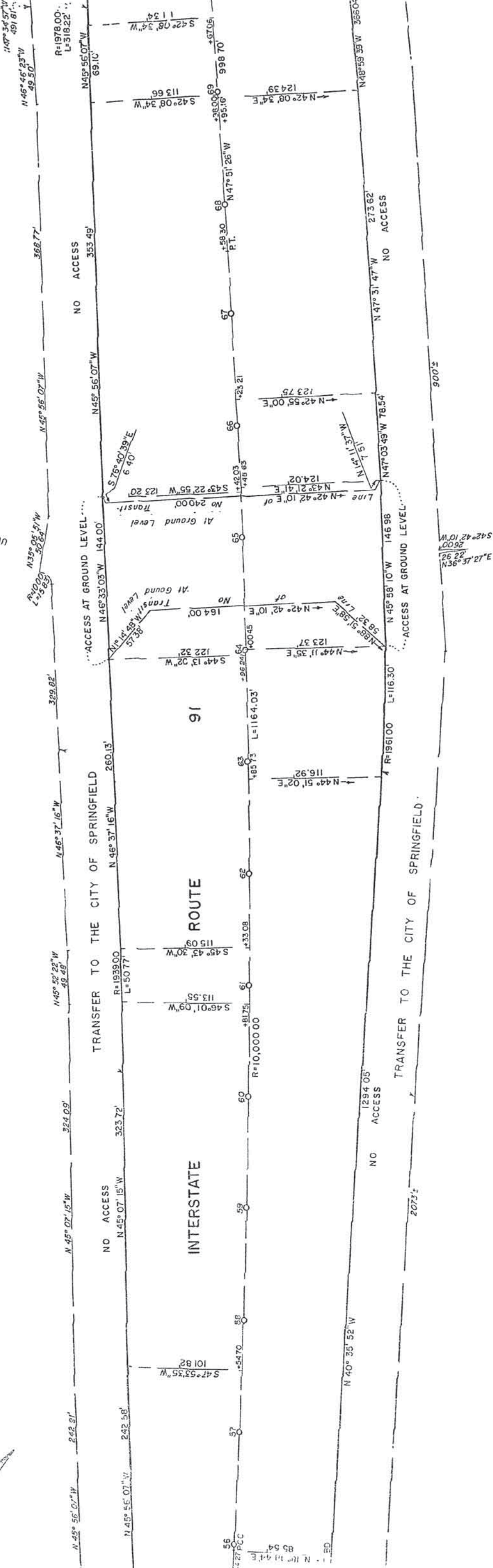
A TRUE COPY-ATTEST
Edward F. Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

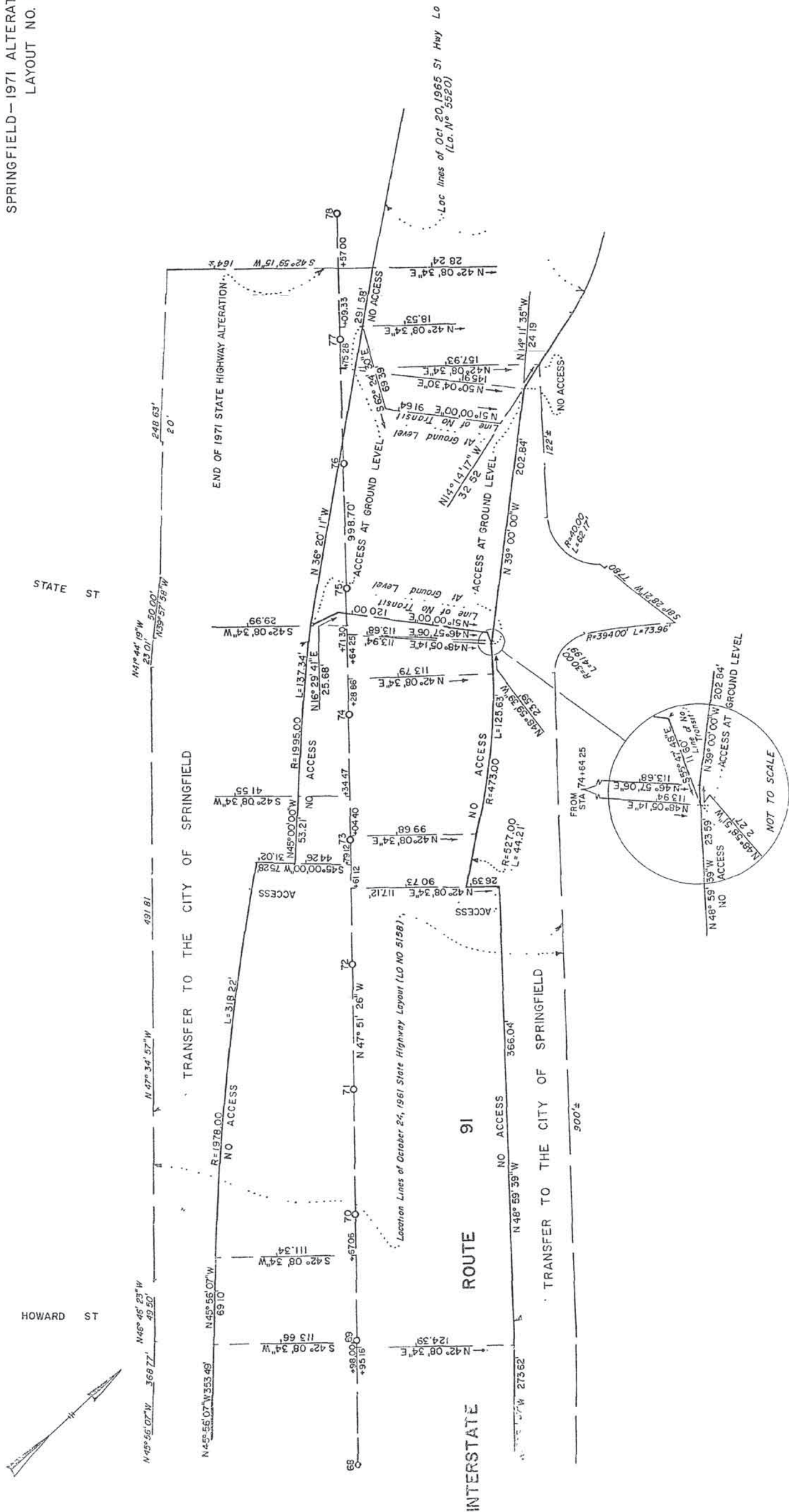
SPRINGFIELD - 1971 ALTERATION - SHEET 2 OF 3 SHEETS
LAYOUT NO. 5987

WILLIAM ST

HOWARD ST

UNION ST







Springfield
L.O. No. 5987

The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

June 8, 1971

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of May 19, 1971, alter the location of a section of State highway laid out in the City of Springfield in the year 1965.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered ^{with limited access provisions} in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle

EDWARD F. DOYLE

Secretary.

~~Regd. Return May 14~~

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---oo0oo---

Layout No. 5987

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts, did, under dates of May 31, 1960 (Layout No. 4950) and October 24, 1961 (Layout No. 5158), lay out and take charge of as a limited access State highway a road in the city of Springfield, county of Hampden, being known as Interstate Route 91, and said Department of Public Works did, under dates of April 23, 1963 (Layout No. 5322) and September 29, 1965 (Layout No. 5524) alter the location of said State highway, insofar as establishing lines of "No Transit" appurtenant thereto, as shown on the plans of said State highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said city of Springfield; and

Whereas, it now appears advisable to make certain changes in the location lines of said State highway;

Now, Therefore, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, Chapter 718 of the Acts of 1956, Chapter 590 of the Acts of 1961 and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should lay out and take charge of said State highway as altered, with limited access provisions, as hereinafter described.

The alteration consists of revising the location lines of said State highway to conform to the easterly and westerly boundaries of

certain portions of said State highway location, lying westerly and easterly respectively of the westerly and easterly location lines of said State highway, altered and laid out as hereinafter described, which are no longer needed for State highway purposes and are hereby transferred to the city of Springfield, together with the control of certain streets at ground level within said State highway location, namely: Broad Street, Union Street and State Street, which is hereby transferred to the city of Springfield. The alteration also includes establishing lines of "No Transit" and begins at the northerly end of the aforesaid Layout No. 4950 and extends thence northerly to north-westerly about 3350 feet to the southeasterly end of the October 20, 1965 State highway layout (Layout No. 5520) for a portion of said Interstate Route 91.

The baseline used for the alteration is the baseline of location of the aforesaid Layout No. 5158 and the stations hereinafter referred to are points thereon.

The westerly location line of the State highway as hereby altered and laid out begins at a point marking the northerly end of the westerly location line of the aforesaid Layout No. 4950, said point bearing south $56^{\circ}54'46''$ west and being 113.95 feet distant from station 44+08.16, and extends thence, leaving said 1960 location line, north $19^{\circ}15'11''$ west 61.21 feet to a point bearing south $73^{\circ}31'21''$ west and 112.25 feet distant from station 44+36.73; thence north $19^{\circ}34'53''$ west 58.00 feet to a point bearing south $72^{\circ}26'13''$ west and 114.92 feet distant from station 44+96.83; thence by a curve to the right of 473.00 feet radius 105.59 feet to a point bearing south $69^{\circ}55'23''$ west and 104.58 feet distant from station 46+06.52; thence by a curve to the left of 527.00 feet radius 49.03 feet to a point bearing south $68^{\circ}46'31''$ west

and 95.06 feet distant from station 46+56.60; thence south $68^{\circ}46'31''$ west 26.37 feet to a point bearing south $68^{\circ}46'31''$ west and 121.43 feet distant from station 46+56.60; thence north $19^{\circ}34'53''$ west 17.53 feet to a point bearing south $68^{\circ}21'12''$ west and 120.86 feet distant from station 46+75.02; thence by a curve to the left of 2039.00 feet radius 127.01 feet to a point bearing south $65^{\circ}17'56''$ west and 116.85 feet distant from station 48+08.29; thence north $23^{\circ}09'01''$ west 281.80 feet to a point bearing south $58^{\circ}34'44''$ west and 92.68 feet distant from station 51+01.51; thence by a curve to the left of 999.00 feet radius 397.28 feet to a point bearing south $49^{\circ}53'17''$ west and 82.23 feet distant from station 55+09.76; thence north $45^{\circ}56'07''$ west 242.58 feet to a point bearing south $47^{\circ}53'35''$ west and 101.82 feet distant from station 57+54.70; thence north $45^{\circ}07'15''$ west 323.72 feet to a point bearing south $46^{\circ}01'09''$ west and 113.55 feet distant from station 60+81.75; thence by a curve to the left of 1939.00 feet radius 50.77 feet to a point bearing south $45^{\circ}43'30''$ west and 115.09 feet distant from station 61+33.08; thence north $46^{\circ}37'16''$ west 260.13 feet to a point bearing south $44^{\circ}13'02''$ west and 122.32 feet distant from station 63+96.24; thence north $46^{\circ}33'03''$ west 144.00 feet to a point bearing south $43^{\circ}22'55''$ west and 123.20 feet distant from station 65+42.03; thence north $45^{\circ}56'07''$ west 353.49 feet to a point bearing south $42^{\circ}08'34''$ west and 113.66 feet distant from station 68+98.00; thence north $45^{\circ}56'07''$ west 69.10 feet to a point bearing south $42^{\circ}08'34''$ west and 111.34 feet distant from station 69+67.06; thence by a curve to the right of 1978.00 feet radius 318.22 feet to a point bearing south $45^{\circ}00'00''$ west and 75.28 feet distant from station 72+79.12; thence north $45^{\circ}00'00''$ east 31.02 feet to a point bearing south $45^{\circ}00'00''$ west and 44.26 feet distant from station 72+79.12; thence north $45^{\circ}00'00''$ west

53.21 feet to a point bearing south $42^{\circ}08'34''$ west and 41.55 feet distant from station 73+34.47; thence by a curve to the right of 1995.00 feet radius 137.34 feet to a point bearing south $42^{\circ}08'34''$ west and 29.99 feet distant from station 74+71.30; thence north $36^{\circ}20'11''$ west 291.58 feet to a point at the end of the alteration, said point marking the southeasterly end of the southwesterly location line of the aforesaid Layout No. 5520 and bearing north $42^{\circ}08'34''$ east and being 28.24 feet distant from station 77+57.00.

The easterly location line of the State highway as hereby altered and laid out begins at a point marking the northerly end of the easterly location line of the aforesaid Layout No. 4950, said point bearing north $56^{\circ}54'46''$ east and being 129.47 feet distant from station 44+08.16, and extends thence, leaving said 1960 location line, north $14^{\circ}56'40''$ west 66.00 feet to a point bearing north $72^{\circ}10'36''$ east and 126.51 feet distant from station 45+08.18; thence north $14^{\circ}56'40''$ west 67.73 feet to a point bearing north $70^{\circ}42'12''$ east and 130.78 feet distant from station 45+72.47; thence by a curve to the left of 795.00 feet radius 252.21 feet to a point bearing north $65^{\circ}13'32''$ east and 122.02 feet distant from station 48+11.48; thence north $65^{\circ}13'32''$ east 31.34 feet to a point bearing north $65^{\circ}13'32''$ east and 153.36 feet distant from said station 48+11.48; thence northwesterly by a curve to the left of 761.00 feet radius 224.97 feet to a point bearing north $60^{\circ}23'03''$ east and 134.07 feet distant from station 50+22.73; thence north $40^{\circ}35'52''$ west 1294.05 feet to a point bearing north $44^{\circ}51'02''$ east and 116.92 feet distant from station 62+85.73; thence by a curve to the left of 1961.00 feet radius 116.30 feet to a point bearing north $44^{\circ}11'35''$ east and 123.37 feet distant from station 64+00.45; thence north $45^{\circ}58'10''$ west 146.98 feet to a point bearing north $43^{\circ}21'41''$ east and 124.02

feet distant from station 65+45.63; thence north $47^{\circ}03'49''$ west 78.54 feet to a point bearing north $42^{\circ}55'00''$ east and 123.75 feet distant from station 66+23.21; thence north $47^{\circ}31'47''$ west 273.62 feet to a point bearing north $42^{\circ}08'34''$ east and 124.39 feet distant from station 68+95.16; thence north $48^{\circ}59'39''$ west 366.04 feet to a point bearing north $42^{\circ}08'34''$ east and 117.12 feet distant from station 72+61.12; thence south $42^{\circ}08'34''$ west 26.39 feet to a point bearing north $42^{\circ}08'34''$ east and 90.73 feet distant from said station 72+61.12; thence northwesterly by a curve to the right of 527.00 feet radius 44.21 feet to a point bearing north $42^{\circ}08'34''$ east and 99.68 feet distant from station 73+04.40; thence by a curve to the left of 473.00 feet radius 125.63 feet to a point bearing north $42^{\circ}08'34''$ east and 113.79 feet distant from station 74+28.86; thence north $48^{\circ}59'39''$ west 23.59 feet to a point bearing north $48^{\circ}05'14''$ east and 113.94 feet distant from station 74+64.25; thence north $48^{\circ}58'51''$ west 2.27 feet to a point bearing north $46^{\circ}57'06''$ east and 113.68 feet distant from station 74+64.25; thence north $39^{\circ}00'00''$ west 202.84 feet to a point bearing north $50^{\circ}04'30''$ east and 145.91 feet distant from station 76+75.28; thence north $14^{\circ}11'35''$ west 24.19 feet to a point at the end of the alteration, said point marking the southeasterly end of the northeasterly location line of the aforesaid Layout No. 5520 and bearing north $42^{\circ}08'34''$ east and being 157.93 feet distant from station 76+75.28.

The location lines of the State highway altered and laid out as hereinbefore described are to be further defined by bounds set thereon at angle points, points of curvature, and at the points of beginning and ending thereof, and at an intermediate point on the easterly location line bearing north $48^{\circ}48'44''$ east and 85.54 feet distant from station 55+94.27.

The right of access to and egress from the State highway is limited, being permitted across the location lines thereof, altered and laid out as hereinbefore described, only as follows:

1. Free access to and egress from said location is allowed:
 - a. Across the westerly location line thereof between points thereon both bearing south $68^{\circ}46'31''$ west 95.06 feet and 121.43 feet respectively from station 46+56.60.
 - b. Across the easterly location line thereof between points thereon both bearing north $65^{\circ}13'32''$ east 122.02 feet and 153.36 feet respectively from station 48+11.48.
 - c. Across the westerly location line thereof between points thereon both bearing south $45^{\circ}00'00''$ west 44.26 feet and 75.28 feet respectively from station 72+79.12.
 - d. Across the easterly location line thereof between points thereon bearing north $42^{\circ}08'34''$ east 90.73 feet and 117.12 feet respectively from station 72+16.12.
2. Access to and egress from said location is allowed at ground level only:
 - a. Across the westerly location line, between a point thereon bearing south $56^{\circ}54'46''$ west and 113.95 feet distant from station 44+08.16 and a point thereon bearing south $73^{\circ}31'21''$ west and 112.25 feet distant from station 44+36.73.
 - b. Across the easterly location, between a point thereon bearing north $56^{\circ}54'46''$ east and 129.47 feet distant from station 44+08.16 and a point thereon bearing north $72^{\circ}10'36''$ east and 126.51 feet distant from station 45+08.18.
 - c. Across the westerly location line, between a point thereon bearing south $44^{\circ}13'02''$ west and 122.32 feet distant from

(continued on page 6A)

station 63+96.24 and a point thereon bearing south $43^{\circ}22'55''$ west and 123.20 feet distant from station 65+42.03.

- d. Across the easterly location line, between a point thereon bearing north $44^{\circ}11'35''$ east and 123.37 feet distant from station 64+00.45 and a point thereon bearing north $43^{\circ}21'41''$ east and 124.02 feet distant from station 65+45.63.
- e. Across the westerly location line, between a point thereon bearing south $42^{\circ}08'34''$ west and 29.99 feet distant from station 74+71.30 and a point thereon bearing north $42^{\circ}08'34''$ east and 18.53 feet distant from station 77+09.33.
- f. Across the easterly location line, between a point thereon bearing north $48^{\circ}05'14''$ east and 113.94 feet distant from station 74+64.25 and a point thereon bearing north $50^{\circ}04'30''$ east and 145.91 feet distant from station 76+75.28.

Lines across which transit at ground level is not allowed are hereby established as follows:

- a. Beginning at a point on the westerly location line of the aforesaid Layout No. 4950 bearing south $52^{\circ}28'53''$ west and 116.18 feet distant from station 44+08.16 and extending thence north $36^{\circ}07'02''$ east 5.82 feet; thence north $56^{\circ}54'46''$ east 232.60 feet; thence south $69^{\circ}47'18''$ east 5.80 feet to the point of ending thereof, on the easterly location line of said Layout No. 4950, said point bearing north $62^{\circ}10'02''$ east and being 126.21 feet distant from station 44+08.16.
- b. Beginning at a point on the westerly location line bearing south $73^{\circ}31'21''$ west and 112.25 feet distant from station 44+36.73 and extending thence south $77^{\circ}11'43''$ east 5.54 feet; thence north $56^{\circ}54'46''$ east 241.00 feet; thence north $1^{\circ}22'04''$ west 8.53 feet

(continued on page 7)

to the point of ending thereof, on the easterly location line, said point bearing north $72^{\circ}10'36''$ east and being 126.51 feet distant from station 45+08.18.

c. Beginning at a point on the westerly location line bearing south $44^{\circ}13'02''$ west and 122.32 feet distant from station 63+96.24 and extending thence north $1^{\circ}14'48''$ west 57.38 feet; thence north $42^{\circ}42'10''$ east 164.00 feet; thence north $88^{\circ}51'58''$ east 58.32 feet to the point of ending thereof, on the easterly location line, said point bearing north $44^{\circ}11'35''$ east and being 123.37 feet distant from station 64+00.45.

d. Beginning at a point on the westerly location line bearing south $43^{\circ}22'55''$ west and 123.20 feet distant from station 65+42.03 and extending thence south $76^{\circ}40'39''$ east 6.40 feet; thence north $42^{\circ}42'10''$ east 240.00 feet; thence north $14^{\circ}11'37''$ west 7.51 feet to the point of ending thereof, on the easterly location line, said point bearing north $43^{\circ}21'41''$ east and being 124.02 feet distant from station 65+45.63.

e. Beginning at a point on the westerly location line bearing south $42^{\circ}08'34''$ west and 29.99 feet distant from station 74+71.30 and extending thence north $16^{\circ}29'41''$ east 25.68 feet; thence north $51^{\circ}00'00''$ east 120.00 feet; thence south $55^{\circ}47'48''$ east 11.60 feet to the point of ending thereof, on the easterly location line, said point bearing north $48^{\circ}05'14''$ east and being 113.94 feet distant from station 74+64.25.

f. Beginning at a point on the westerly location line bearing north $42^{\circ}08'34''$ east and 18.53 feet distant from station 77+09.33 and extending thence south $62^{\circ}24'30''$ east 69.39 feet; thence north $51^{\circ}00'00''$ east 91.64 feet; thence north $14^{\circ}14'17''$ west 32.52 feet to the point of ending thereof, on the easterly location line, said point bearing north $50^{\circ}04'30''$ east and being 145.91 feet distant from station 76+75.78.

The State highway hereby altered and laid out and the aforesaid transfer and transfer of control are shown on a plan signed by Daniel

S. Horgan, Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Altered and laid out as a State Highway by the Department of Public Works May 19, 1971 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout in the Registry of Deeds for Hampden County, at Springfield.

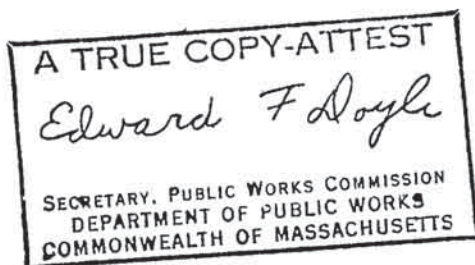
It is therefore

Voted: That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has laid out and taken charge of said way as altered in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this nineteenth day of May, 1971.

P.J.P.

_____	Members
/s/ John P. King	of the
/s/ Robert S. Foster	Public Works
/s/ Peter E. Donadio	Commission



1971

Springfield



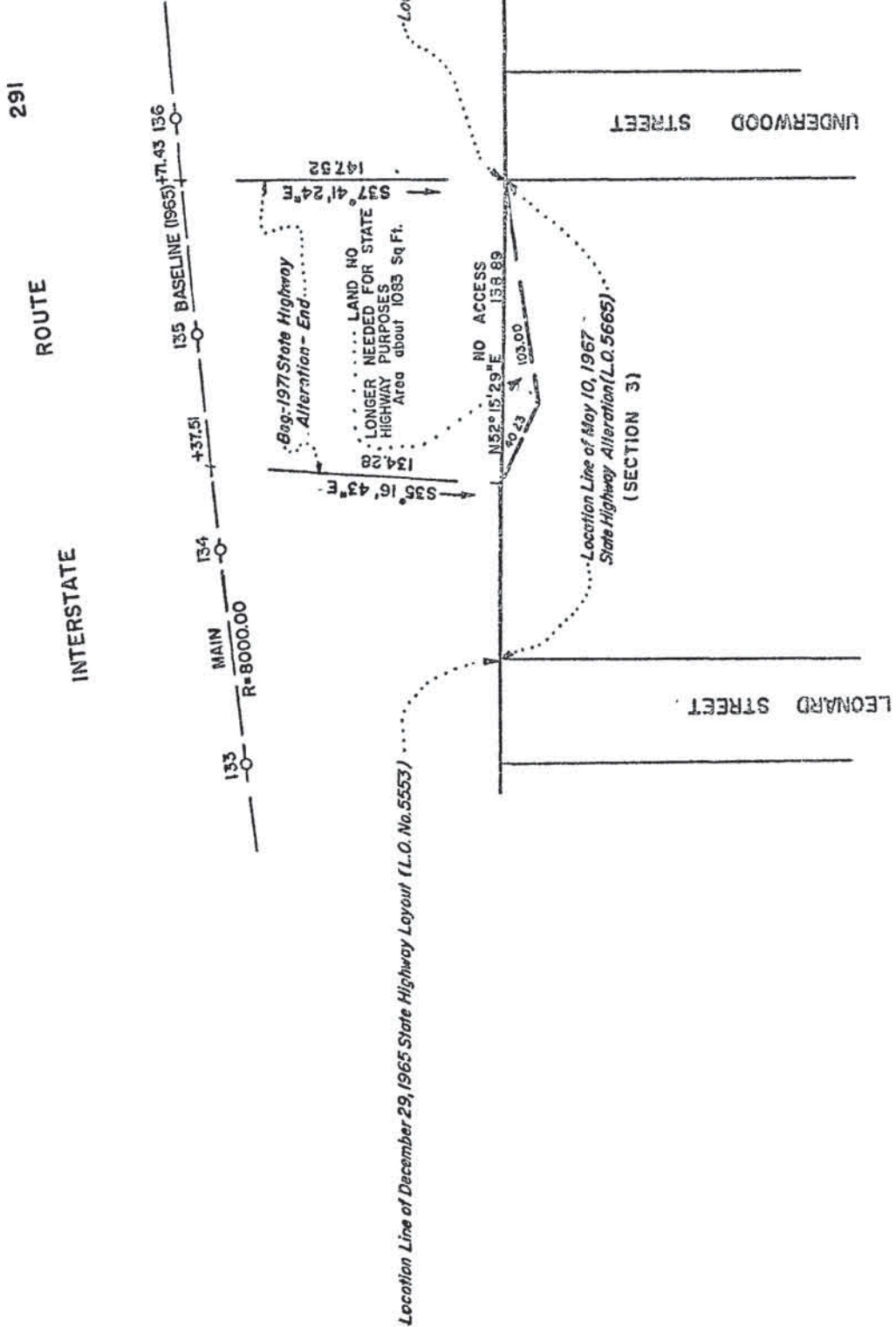
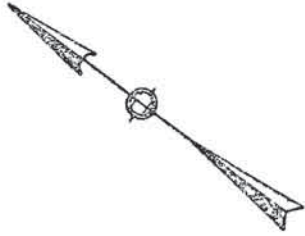
STATE HIGHWAY LAYOUT #6002
I-291, land between Leonard St. & Underwood St.
not required for highway use.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 132 PAGE 66.

INDEXING

STATE HIGHWAY LAYOUT #6002

- Image Info SH67035 Springfield
- Image Info SH67035 I-291
- Image Info SH67035 Leonard Street
- Image Info SH67035 Underwood Street



A TRUE COPY-ATTEST
Edward F Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS



Philip J. Walsh

This certifies that the location of the highway has been altered as shown on this plan and that said highway as altered was laid out and taken charge of as a Limited Access State Highway by the Department of Public Works on DECEMBER 15, 1971 in accordance with Chapter 81 of the General Laws as amended by Section 7-C inserted by Chapter 397 of the Acts of 1943.

James Campbell
Robert D. Foster
John P. V. [unclear]
John B. [unclear]

Department of Public Works

The Commonwealth of Massachusetts
PLAN OF ROAD
In the City of
SPRINGFIELD
HAMPDEN COUNTY
Altered and laid out as a State Highway by the
Department of Public Works
DECEMBER 15, 1971
Scale: 80 feet to the inch.
Philip J. Walsh
Chief Engineer Layout No. 6002

Note: The Alteration consists of revising a portion of the location line of section 3 (L.O. 5665) to conform to the northwesterly boundary of an area of land no longer needed for State highway purposes.



The Commonwealth of Massachusetts

Department of Public Works

100 Nashua Street, Boston 14

December 28, 1971

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of December 15, 1971, alter the location of a section of State highway laid out in the City of Springfield in the year 1965.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered ^{with limited access provisions} in accordance with said plan, are sent you herewith - ~~under separate cover~~ - for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Yours truly,

Edward F. Doyle

EDWARD F. DOYLE

Secretary.

~~Regis/Vet/B/Mail~~

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

ooo000ooo

Layout No. 6002

Whereas, the Department of Public Works acting, on behalf of the Commonwealth of Massachusetts, did, under date of May 10, 1967 (Layout No. 5665) alter the location of a State Highway laid out on December 29, 1965 (Layout No. 5553) in the City of Springfield, County of Hampden, being known as Interstate Route 291, as shown on the plans of said State Highway on file in the office of the Department of Public Works, copies of which plans have been filed in the office of the County Commissioners of said County of Hampden, at Springfield, and in the office of the City Clerk of said City of Springfield; and

Whereas, it now appears advisable to make certain changes in the location line of Section 3 of said Layout No. 5665).

Now, therefore, acting under the provisions of Chapter eighty-one of the General Laws, as appearing in the Tercentenary Edition thereof, and acts in amendment thereof and in addition thereto, the Department of Public Works adjudges that public necessity and convenience require that the Commonwealth should alter the location of said State highway, and should layout and take charge of said State highway as altered with limited access provisions, as hereinafter described.

The alteration consists of revising a portion of the location line of Section 3 of the aforesaid 1967 State highway alteration to conform to the northwesterly boundary of an area of land, no longer needed for State highway purposes.

The stations hereinafter referred to are points on the main base line of location of the aforesaid Layout No. 5553.

The location line of the State highway as hereby altered and laid out begins at a point on the location line of the third section of the aforesaid

1967 state highway alteration, said point bearing south $35^{\circ}16'43''$ east and being 134.28 feet distant from station 134+37.51 and extends thence, leaving said 1967 location line, north $52^{\circ}15'29''$ east 138.89 feet to a point at the end of the alteration, said point also marking the point of ending of the location line of said third section, bearing south $37^{\circ}41'24''$ east and being 147.52 feet distant from station 135+71.43.

The right of access to and egress from the state highway location is limited, and neither access thereto nor egress therefrom is allowed across the location line thereof altered and laid out as hereinbefore described for its entire length.

The restriction of access-egress imposed under the aforesaid 1967 State highway alteration is hereby voided insofar as applicable to that portion of the location line of the third section thereof extending between the points of beginning and ending of the alteration hereinbefore described.

The state highway hereby altered and laid out is shown on a plan signed by Daniel S. Horgan, Chief Engineer, and signed by the Department of Public Works, and on file in its office said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Altered and laid out as a State highway by the Department of Public Works

December 15, 1971 Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout in the Registry of Deeds for Hampden County, at Springfield.

It is therefore

Voted: That said way as altered, as described herein and as described and shown on said plan, be and the same is hereby laid out and taken charge of by the Commonwealth; that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County

and in the office of the City Clerk of the City in which said way is located, certified copies of said plan and of a certificate signed by at least a majority of the members of the Public Works Commission attesting that the Department of Public Works has laid out and taken charge of said way as altered, in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this fifteenth day of December, 1971

/s/ Bruce Campbell

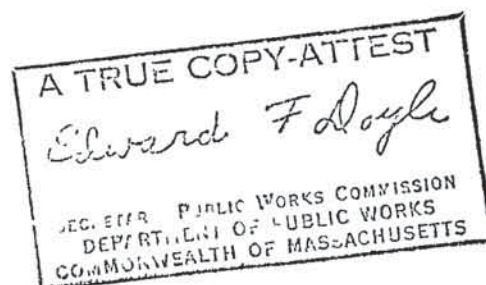
[Signature]

MEMBERS OF THE

/s/ John p. King

PUBLIC WORKS
COMMISSION

P.J.P.



1971

Springfield



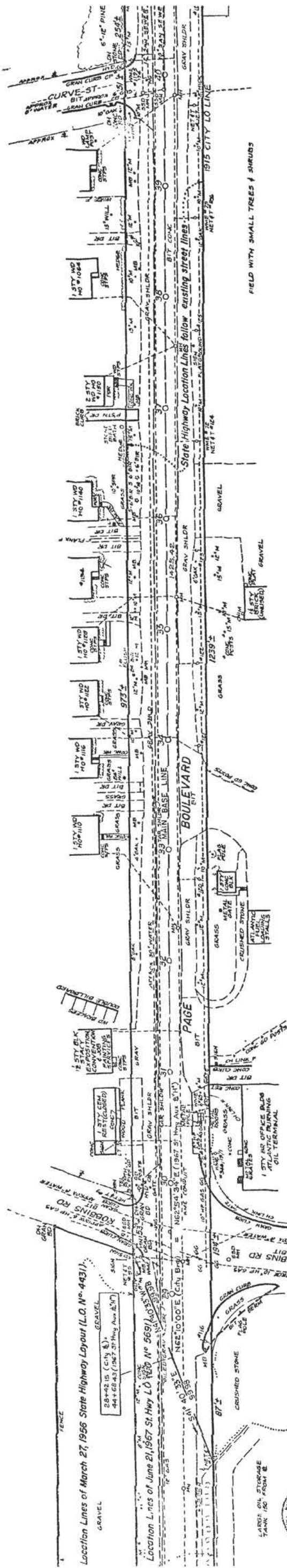
STATE HIGHWAY LAYOUT #6020
Layout #5734 transferred to City control,
Page Blvd., Robbins Rd. to Pasco Rd.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 132 PAGES 36-54.

INDEXING

STATE HIGHWAY LAYOUT #6020

- Image Info** SH67036 Springfield
- Image Info** SH67036 Page Boulevard
- Image Info** SH67036 Pasco Road
- Image Info** SH67036 Robbins Road



...BEGINNING OF 1968 STATE-HIGHWAY LAYOUT
1971 TRANSFER TO CITY - SECTION 1
This certifies that the portions of the highway shown on this plan lying between station 28+42.15 and station 78+52.00 of the main baseline and also between 80+50.00 and 80+52.00 of the layout baseline, transferred to the City of Springfield by the provisions of Chapter 679 of the Acts of 1965.

The Commonwealth of Massachusetts
PLAN OF ROAD
In the City of
SPRINGFIELD
HAMPDEN COUNTY
Transferred to the City of Springfield by the
Department of Public Works
DECEMBER 15, 1971
Scale: 80 feet to the inch
Chief Engineer
LAYOUT No. 6020

This certifies that the sections of road laid out on this plan by the City of Springfield by the Department of Public Works on January 31, 1968 in accordance with Chapter 679 of the Acts of 1965.

The Commonwealth of Massachusetts
PLAN OF ROAD
In the City of
SPRINGFIELD
HAMPDEN COUNTY
Laid out as a State Highway by the
Department of Public Works
JANUARY 31, 1968
Scale: 40 feet to the inch
Chief Engineer
LAYOUT No. 6020

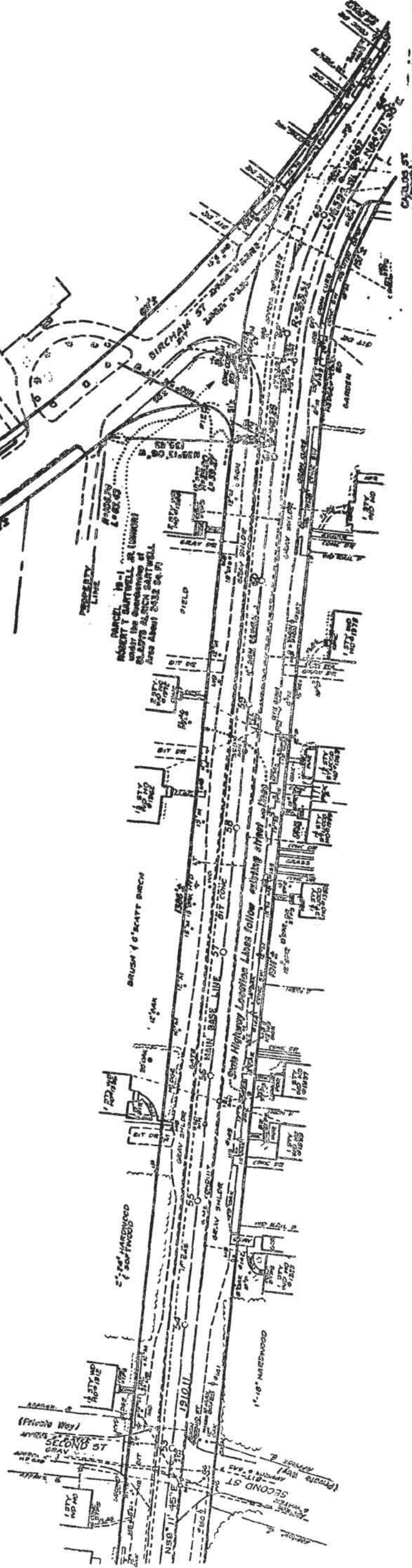
A TRUE COPY-AT-1
Edward F. Doyle
SECRETARY, PUBLIC WORKS COMMISSION
DEPARTMENT OF PUBLIC WORKS
COMMONWEALTH OF MASSACHUSETTS

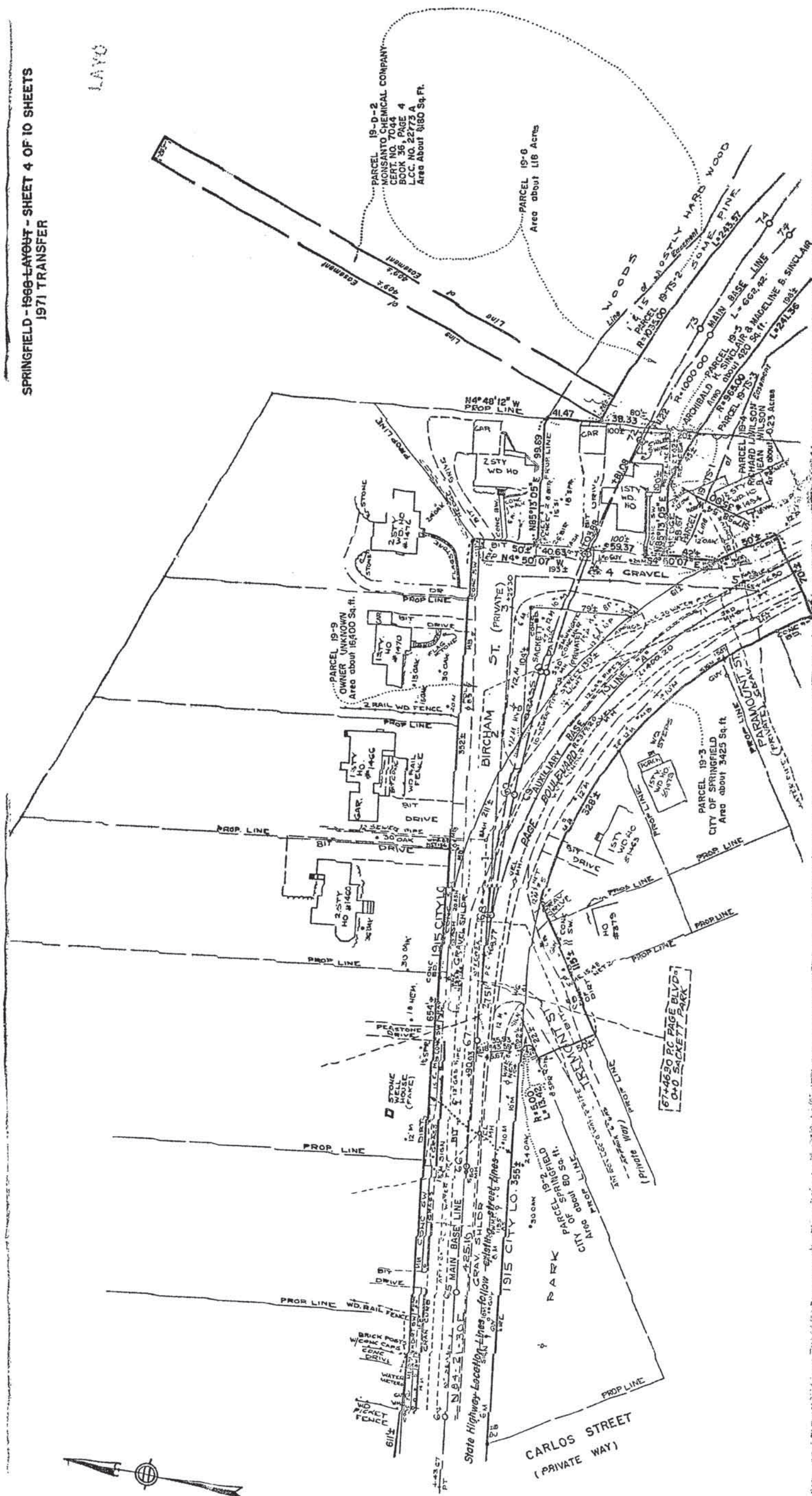


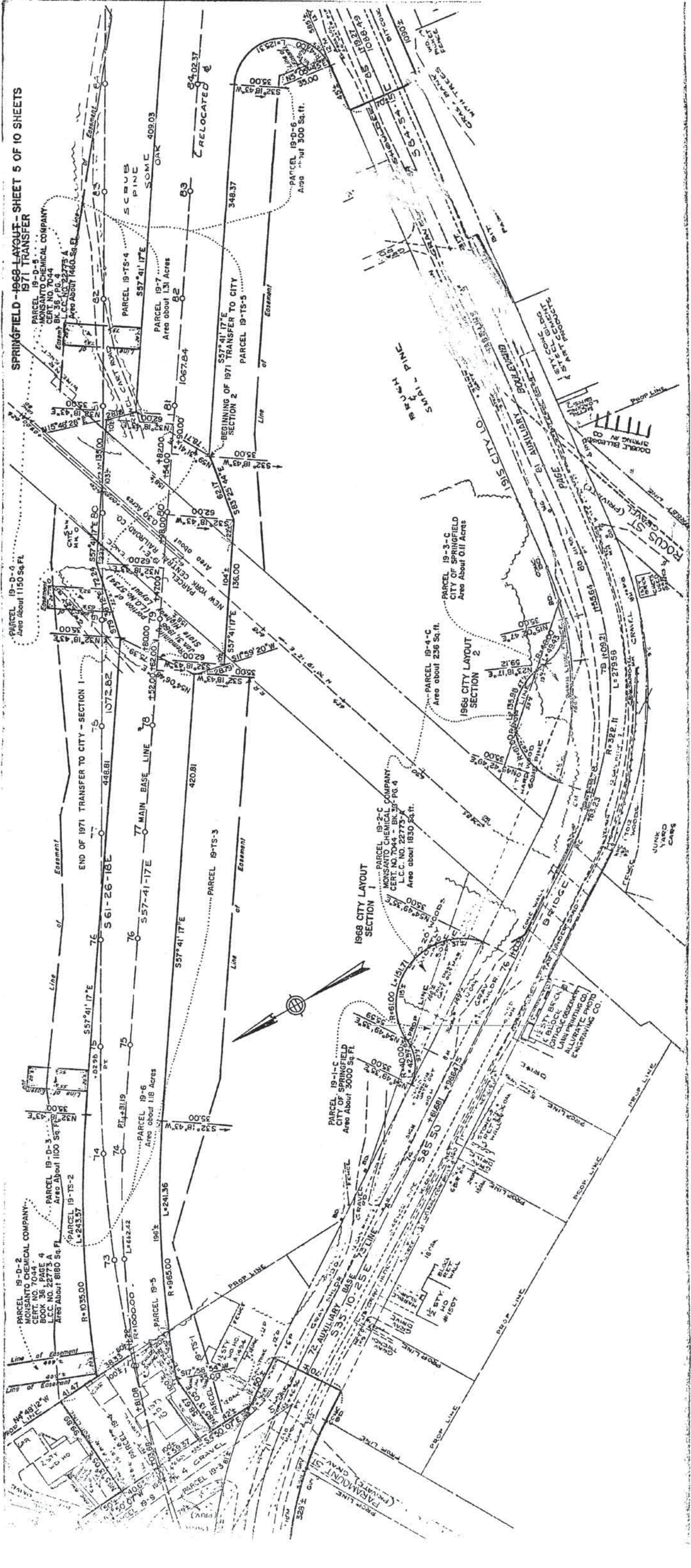
PARCEL 19-D-1
JOHN M. & MELBA C. HARRINGTON
Area About 6500 Sq. Ft.

FRANCIS E. & ESTELLE
A. STINES

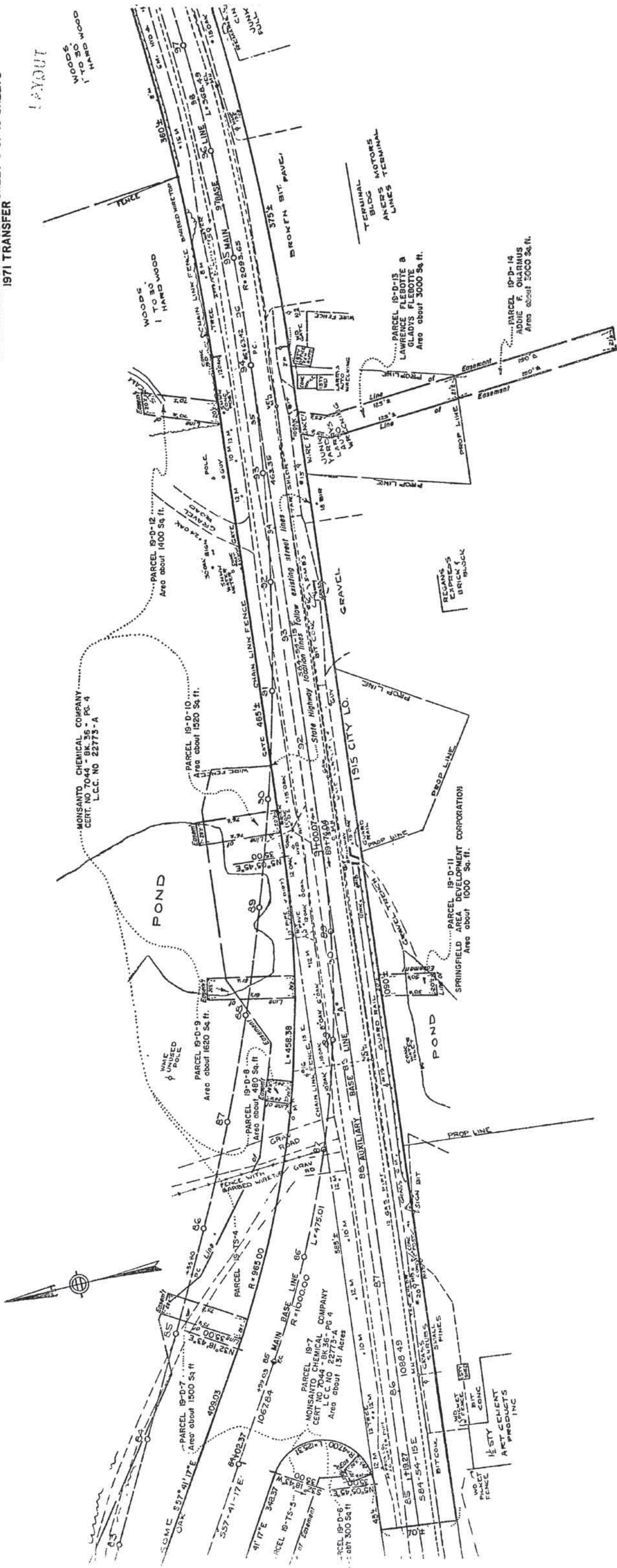
GLENALBYN STREET

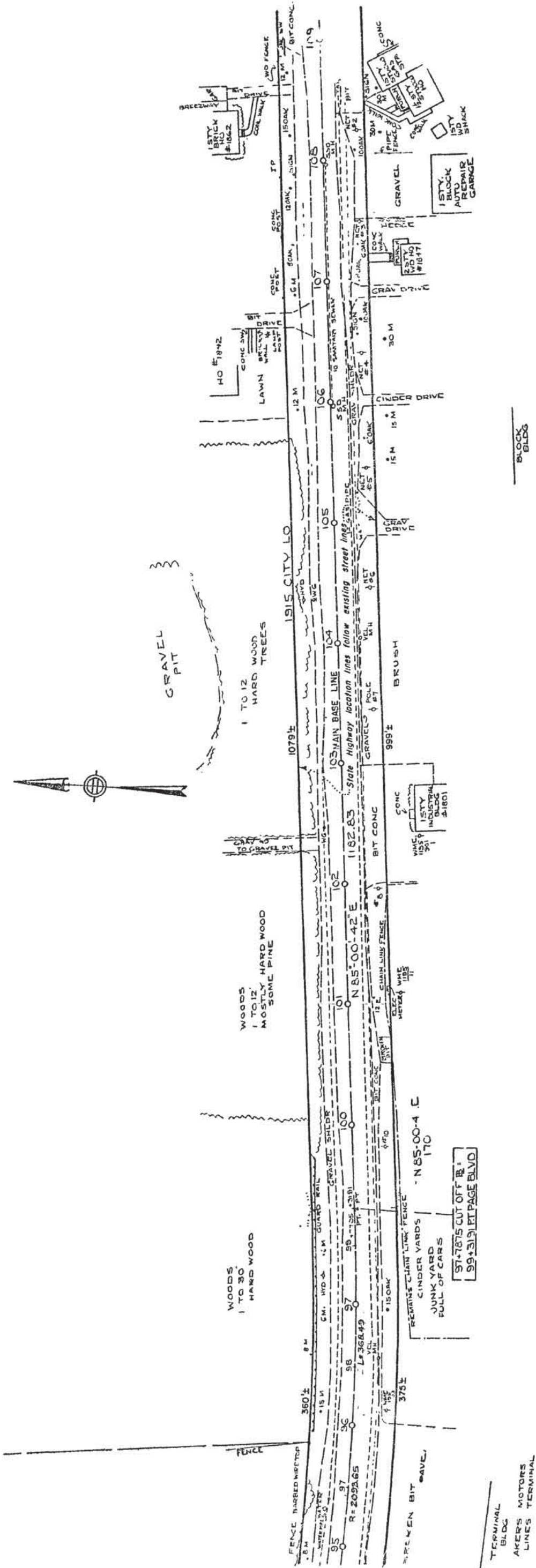




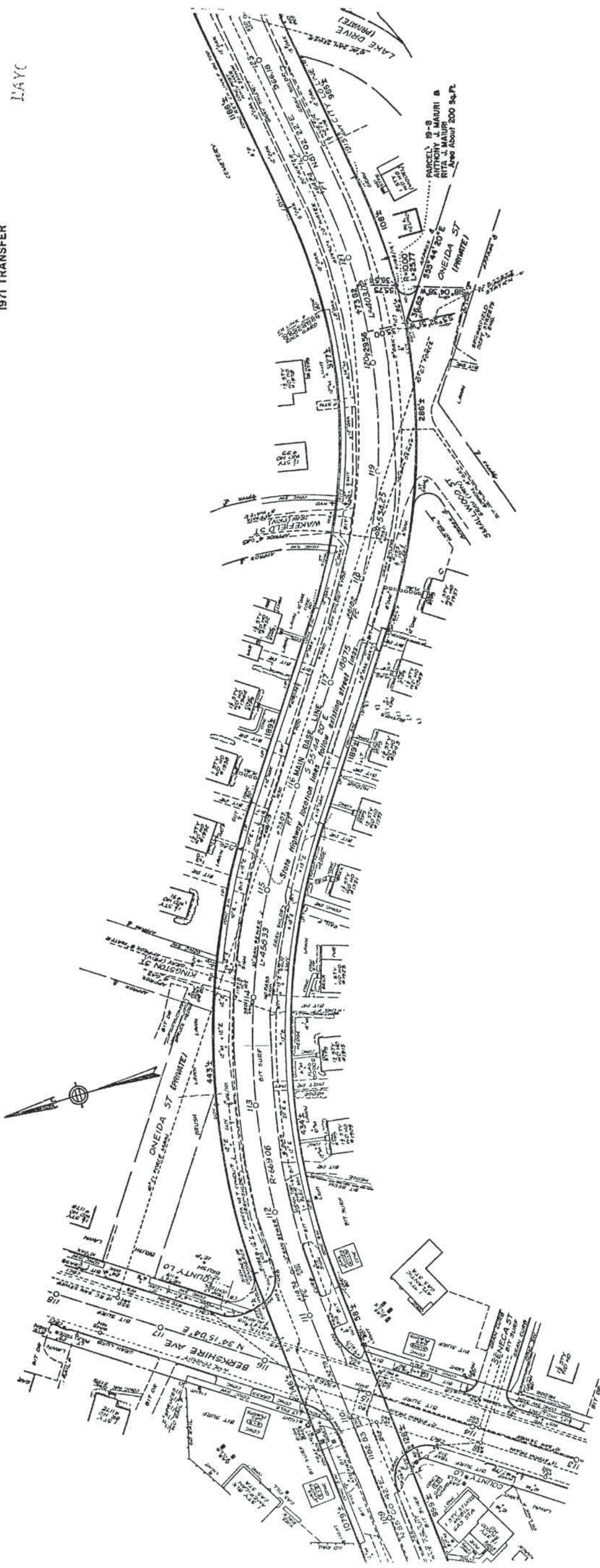


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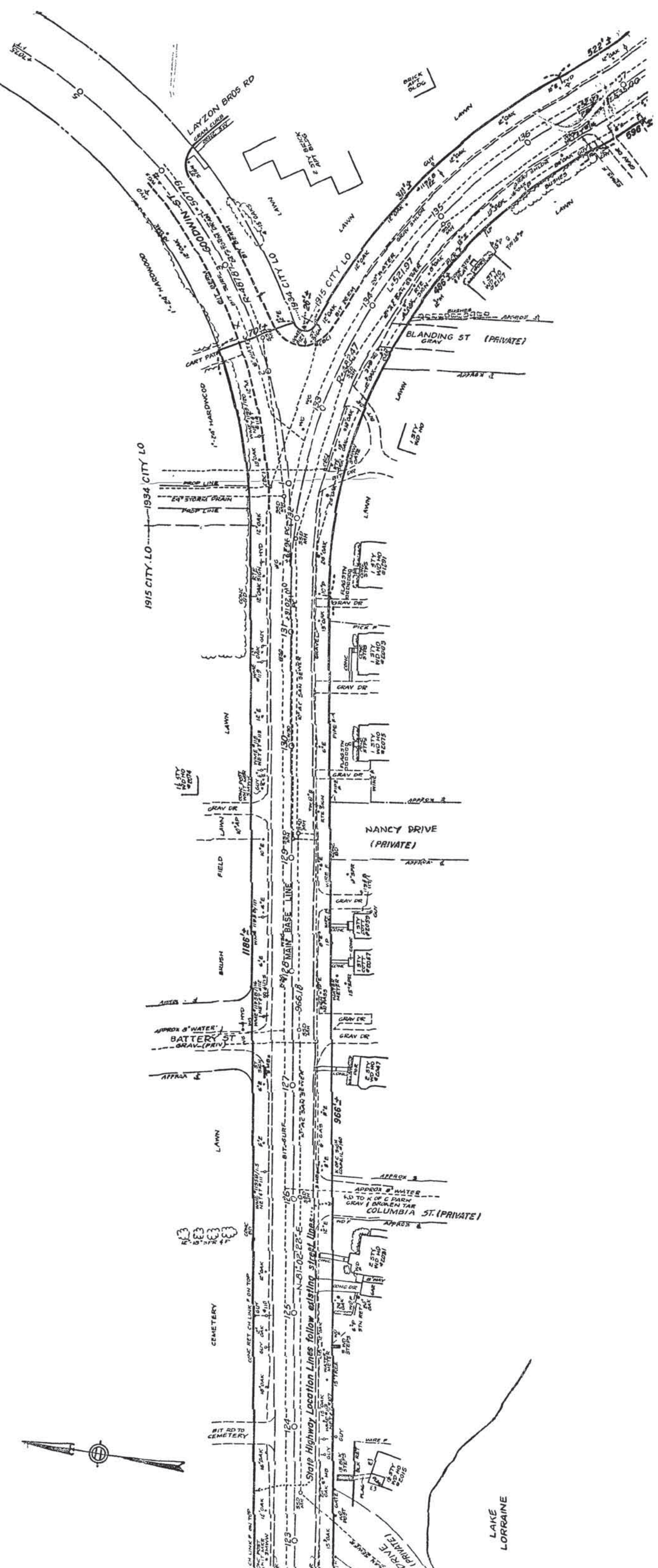


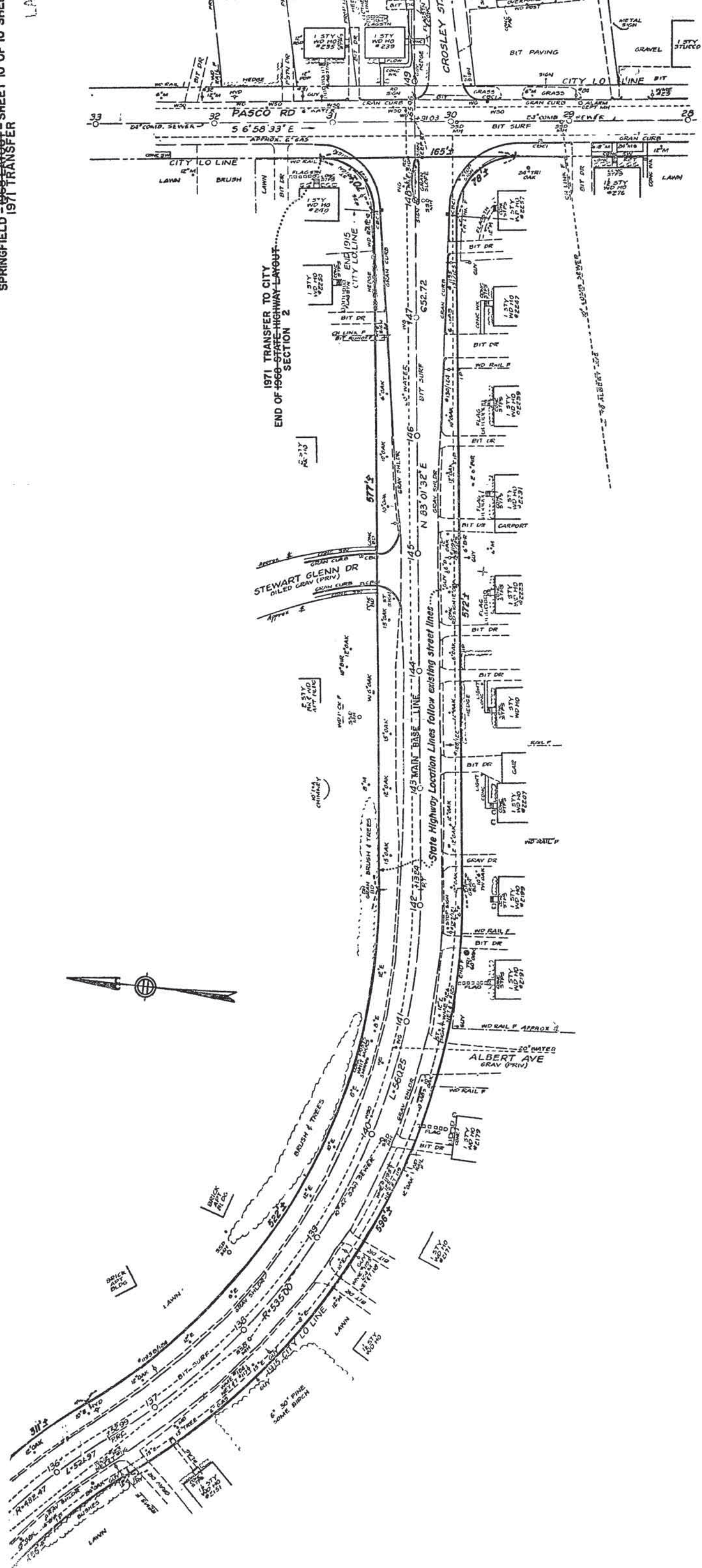


LAYC



L4YQUT







L.O. No. 6020
Springfield

The Commonwealth of Massachusetts

Department of Public Works

Office of the Secretary

100 Nashua Street, Boston 02114

December 28, 1971

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a plan and location bearing thereon a certificate dated December 15, 1971, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has transferred to the control of the City of Springfield a portion of the State highway laid out in the City of Springfield under Layout No. 5734 dated January 31, 1968, as shown on said plan, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to said transfer of control is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt,

Very truly yours,

A handwritten signature in cursive script, reading "Edward F. Doyle".

EDWARD F. DOYLE
Secretary

EFD:edl
enc.

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

---0000000---

Layout No. 6020

Whereas, the Department of Public Works, acting on behalf of the Commonwealth of Massachusetts and under the provisions of Chapter 81 of the General Laws of said Commonwealth, did, under date of January 31, 1968, lay out and take charge of as a State highway a road in the city of Springfield, county of Hampden, known as Page Boulevard, as described in Layout No. 5734 and as described and shown on a plan signed by said Department of Public Works and on file in its office, copies of which plan have been filed in the office of the County Commissioners of the county of Hampden, at Springfield, and in the office of the City Clerk of said city of Springfield, and has been recorded in the Registry of Deeds for Hampden County, at Springfield; and

Whereas, in the opinion of the Department of Public Works, the State highway location described and shown on the plan as aforesaid, exclusive of the bridge over the railroad is no longer needed for State highway purposes;

Now, Therefore, we, the undersigned, Members of the Public Works Commission, acting under the provisions of Chapter 679 of the Acts of 1965 and all other acts and parts of acts hereto enabling, do hereby transfer to the City of Springfield the aforesaid State highway location, exclusive of an area encompassing the bridge over the railroad, as shown on a plan signed by the Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled, "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County transferred to the City of Springfield by the Department of Public Works December 15, 1971 Scale: 40 feet to the inch", said plan showing location line and base line data as filed and recorded under the aforesaid January 31, 1968 State highway layout. Copies of said plan

together with copies of this order of transfer are to be recorded in both Divisions of the Registry of Deeds for Hampden County, at Springfield.

The total length of State highway hereby transferred is about 11,664 feet and is made in two sections described as follows:

SECTION 1

This section extends between the beginning of the layout, shown on the plan hereinbefore referred to, and, a line beginning at a point on the southerly location line of said State highway bearing south $32^{\circ}-18'-43''$ west and 35.00 feet distant from station 78 + 52.00 of the main base line of location of said layout and extending thence north $54^{\circ}-06'-48''$ east 75.39 feet to a point on the northerly location line of said State highway bearing north $32^{\circ}-18'-43''$ east and 35.00 feet distant from station 78 + 80.00 of said main baseline.

SECTION 2

This section extends between a line beginning at a point on the southerly location line of said State highway bearing south $32^{\circ}-18'-43''$ west and 35.00 feet distant from station 80 + 54.00 of the main base line of location of the layout and extending thence north $59^{\circ}-31'-41''$ east 78.71 feet to a point on the northerly location line of said State highway bearing north $32^{\circ}-18'-43''$ east and 35.00 feet distant from station 80 + 90.00 of said main base line, and, the end of the layout, shown on the plan hereinbefore referred to.

It is therefore

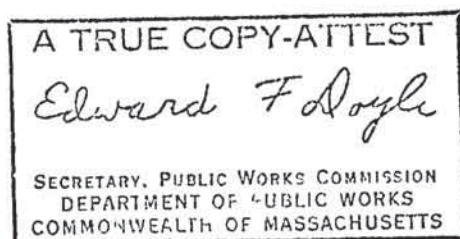
Voted, That said way, as described herein and as described and shown on the plan herein referred to, be and the same is hereby transferred to the City of Springfield; that the Secretary to the Public Works Commission be and

hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the city in which said way is located, certified copies of said plan and of a certificate, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has transferred said way in accordance with said plan, together with a copy of this adjudication and vote.

In Witness Whereof we have set our hands this fifteenth day of December, 1971

C.J.F.

/s/ Bruce Campbell _____ Members
/s/ John P. King _____ of the
/s/ Peter E. Donadio _____ Public Works
_____ Commission



1971

Springfield



STATE HIGHWAY LAYOUT #6040
Layout #5873 tranferred to City control.

INDEXING

STATE HIGHWAY LAYOUT #6040

- Image Info SH67037 Springfield
- Image Info SH67037 Page Boulevard
- Image Info SH67037 Pasco Road
- Image Info SH67037 Robbins Road
- Image Info SH67037 Route 20



The Commonwealth of Massachusetts

Department of Public Works

Office of the Secretary

100 Nashua Street, Boston 02114

Springfield
L.O. No. 6040

Dec. 7, 1971

Edward G. Shea, Clerk
Hampden County Commissioners
Court House
Springfield, Massachusetts

Dear Sir:

A certified copy of a location bearing thereon a certificate dated December 1, 1971, purporting to be signed by the Commissioners of the Department of Public Works, or a majority thereof, attesting that the said Department of Public Works has transferred to the control of the City of Springfield a portion of the State highway laid out in the City of Springfield under Layout No. 5873 dated April 22, 1970, as shown on said plan filed therewith, is enclosed for filing in your office according to the law.

An attested copy of the adjudication and vote of the Commissioners relative to said transfer of control is also enclosed for filing in your office.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Very truly yours,

Edward F. Doyle
EDWARD F. DOYLE
Secretary

EFD:edl
enc.

THE COMMONWEALTH OF MASSACHUSETTS

DEPARTMENT OF PUBLIC WORKS

—ooo0ooo—

Layout No. 6040

Whereas, the Massachusetts Department of Public Works, acting under the provisions of Chapter 81 of the General Laws, did lay out and take charge of as a state highway, a road in the City of Springfield, Hampden County, known as Boston Road (Route 20) as described in Layout 5873, dated April 22, 1970, and as shown on a plan, an attested copy of which has been filed in the office of the City Clerk of said City of Springfield and in the office of the County Commissioners of said County of Hampden and recorded in the Registry of Deeds for Hampden County, at Springfield; and

Whereas, in the opinion of the Department of Public Works, the aforesaid April 22, 1970 state highway location, described and shown on the plan as aforesaid, is no longer needed for state highway purposes;

Now, therefore, we the undersigned, members of the Public Works Commission, acting under the provisions of Chapter 679 of the Acts of 1965 and all other acts and parts of acts hereto enabling, do hereby transfer to the City of Springfield, the aforesaid State highway location, shown on the plan on file as aforesaid and titled as follows: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County laid out as a state highway by the Department of Public Works April 22, 1970 Scale: 40 feet to the inch".

It is therefore

Voted, That said way, as described and shown on the plan herein referred to, be and the same is hereby transferred to the City of Springfield, that the Secretary to the Public Works Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City Clerk of the City in which said way is located, and in both Divisions of

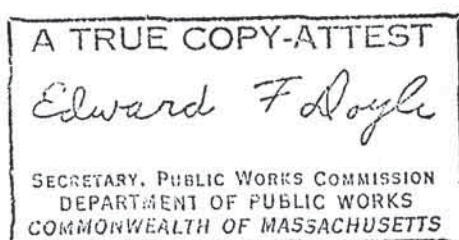
the Registry of Deeds for Hampden County, at Springfield, copies of this adjudication and vote, signed by at least a majority of the members of the Public Works Commission, attesting that the Department of Public Works has transferred said way as aforesaid.

The total length of State highway hereby transferred is about 2580 feet.

In Witness Whereof we have set our hands this first day of December, 1971.

C.J.F.

Members
/s/ John P. King of the
/s/ Peter E. Donadio Public Works
/s/ Robert S. Foster Commission



1986

Springfield



STATE HIGHWAY LAYOUT #6743
Parker St. & Allen St. intersection.

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 235 PAGE 68.

INDEXING

STATE HIGHWAY LAYOUT #6743

- Image Info SH67038 Springfield
- Image Info SH67038 Allen Street
- Image Info SH67038 Parker Street

EAST SPRINGFIELD
LONGMEADOW

END OF
'1986' CITY
LOCATION LINE
IN SPRINGFIELD

R = 25.00
L = 45.72

SETTS COORDINATE SYSTEM

100

A TRUE COPY ATTEST
Maureen P. Jones
 REC. PUBLIC WORKS COMMISSION
 DEPARTMENT OF PUBLIC WORKS
 COMMONWEALTH OF MASSACHUSETTS

Robert J. Wyden and P.C.
CHIEF ENGINEER

LAYOUT NO. 6743

Sam H. D'Geronimo
Edward Kennedy
Arthur J. Rendon

MASSACHUSETTS DEPARTMENT OF PUBLIC WORKS

1/21/85

affid d: 11/21/85

DATE SIGNATURE

SIGNATURE

I CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN CONFORMITY WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS OF THE COMMONWEALTH OF MASSACHUSETTS.

PLANS PREPARED BY:

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

Springfield
Layout No. 6743
and Order of Taking

The Commonwealth of Massachusetts, Department of Public Works, acting under the authority of Chapter 81, Section 29A of the General Laws, and of all other general or special laws thereto enabling, hereby adjudges that public necessity and convenience require that said Department of Public Works should alter and lay out in the behalf of the City of Springfield portions of Allen Street and Parker Street in the City of Springfield, County of Hampden.

The Alterations are made as follows:

Auxiliary baseline "C" begins at a point within the existing layout of Allen Street shown on said plan as Station 12+20 and extends thence South $56^{\circ}-34'-15''$ East a distance of 240.00 feet to the point of ending on the dividing line between the City of Springfield and the Town of East Longmeadow shown on said plan as Station 14+60.

Auxiliary baseline "D" begins at a point within the existing layout of Parker Street shown on said plan as Station 10+70 on the dividing line between the City of Springfield and the Town of East Longmeadow and extends thence North $18^{\circ}-45'-15''$ East a distance of 30.00 feet to the point of ending, shown on said plan as Station 11+00.

The Southerly section of highway hereby laid out on behalf of the City of Springfield establishes a location for the widening of Allen Street on the Southerly side thereof and is bounded by the Southerly street line of Allen Street and by the line more fully described as follows:

Beginning at a point on the aforesaid Southerly street line of Allen Street, said point bearing South $41^{\circ}-54'-05''$ West and being distant 25.02 feet from Station 12+20 on auxiliary baseline "C", thence South $54^{\circ}-04'-15''$ East a distance of 185.81 feet to the point of ending on the dividing line between the City of Springfield and the Town of East Longmeadow, said point bearing South $30^{\circ}-02'-16''$ West and being distant 32.91 feet from Station 14+00 on auxiliary baseline "C".

The Northwesterly section of highway hereby laid out on behalf of the City of Springfield establishes a location for the widening of Allen Street and Parker Street and is bounded by the Northerly side of Allen Street, by the Westerly side of Parker Street and by the line more fully described as follows:

Beginning at a point on the aforesaid Northerly street line of Allen Street, said point bearing North $32^{\circ}-18'-11''$ West and being distant 77.04 feet from Station 15+27.87 on auxiliary baseline "C" and Station 10+27.40 on auxiliary baseline "D", thence Northeasterly along the arc of a curve having a radius of 25.00 feet a distance of 45.72 feet to the point of ending on the existing Westerly street line of Parker Street, said point bearing North $2^{\circ}-41'-09''$ West and being distant 78.05 feet from the intersection of the above mentioned baselines.

The location lines of the sections of highway hereby laid out on behalf of the City of Springfield are to be further defined by bounds set thereon at angle points, points of curvature and at points of beginning and ending thereof, where feasible.

An easement is hereby taken in the parcel of land shown on the plan hereinafter referred to as Parcel No. 22-TE-2 for the purpose of effecting the necessary construction within said parcel, and consists of the right to enter upon said land at any time during the

effective period of the easement to construct thereon slopes of excavation and/or embankment. Said easement is temporary in nature and is to be in effect only until three years from the date of this instrument.

The location of the aforesaid easement is more particularly shown on the plan hereinafter referred to.

For the purpose of laying out, constructing and maintaining the section of City highway hereinbefore described, the Department of Public Works, on behalf of the City of Springfield, does hereby take in fee simple, under the provisions of Chapter 79 of the General Laws, and of all other general or special laws thereto enabling, Parcels No. 22-1-C and No. 22-2-C, shown on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Springfield, County of Hampden, excepting from the rights herein taken, all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil and electricity and for telephone communication now lawfully in or upon said premises hereby taken, and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The sections of City highway hereby laid out, and the aforesaid takings are shown on a plan signed by the Chief Engineer, and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield Hampden County Altered and laid out as a City highway by the Department of Public Works April 10, 1986 Scale: 20 feet to the inch", an attested copy of which

is to be recorded with this order of layout and taking in the Registry of Deeds of Hampden County, in Springfield.

For damages sustained by the following persons in their property by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made.

The Department reserves the right to amend the award any time prior to the payment thereof for good cause shown.

<u>Parcel</u>	<u>Supposed Owner</u>	<u>Area</u>
22-1-C	National Management Corporation	240 s.f.
22-2-C	J. Melinda Waite	810 s.f.
22-TE-2	J. Melinda Waite	725 s.f.

The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

IT IS THEREFORE VOTED: That said new or existing way, as described herein and as described and shown on said plan, be and the same is hereby laid out by the Massachusetts Department of Public Works in behalf of the City of Springfield; that the Secretary to the Massachusetts Public Works Commission be and hereby is instructed to file, in the office of the County Commissioners of the County of Hampden and in the office of the City Clerk of the City of Springfield, certified copies of said plan and of this certificate, signed by at least a majority of the members of the Public Works Commission, attesting that said Department of Public Works has laid out said sections of City way in accordance with said plan, together with a copy of this adjudication and voted.

Dated at Boston this tenth day of April, 1986.

Members
John M. DiGerolamo of the
Ken [unclear] Public
Martha A. Reardon Works

Commission



The Commonwealth of Massachusetts
Executive Office of Transportation and Construction
Department of Public Works
Ten Park Plaza, Boston 02116

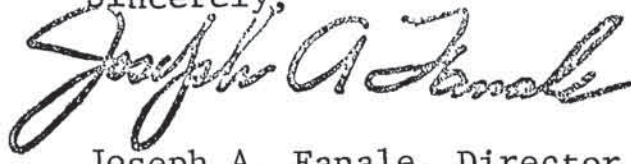
Springfield L.O. 6743 dated
4-10-86
(Alteration)

William J. Martin, Jr. Clerk
Hampden County Commissioners
Court House
Springfield, MA 01103
Dear Sir:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Department of Public Works did, under date of April 10, 1986, alter the location of a section of State highway laid out in the City of Springfield in the year 1986.

A plan thereof and a certificate that said Department of Public Works has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith for filing in your office according to the law. An attested copy of the adjudication and vote of the *Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan* is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Sincerely,

Joseph A. Fanale, Director
Right of Way Bureau

JAF/amb

Enclosure

intersection of Parker & Allen St

The Commonwealth of Massachusetts

Layout No. 6743 dated
4-10-86

Hampden County

ss.

April 30, 1986

I HEREBY CERTIFY that the following document and plan have been this day filed in the office of the County Commissioners for said County, to wit:—

A certified copy of a plan and location bearing thereon a certificate dated April 10, 1986, purporting to be signed by the Department of Public Works, or a majority of the members thereof, attesting that the said Department of Public Works has laid out and taken charge of, as a State highway, a new or existing way in the city ~~or town~~ of Springfield, as shown on said plan.

REC'D COUNTY COMMS.
APR 30 11 40 AM '86
COUNTY
OF
HAMPDEN

Attest:

William F. Martine Jr.
Clerk of Courts.

Received by
Mary A. Solomon,
Sp. Executive Asst. to the
Hampden County Commissioner
April 30, 1986

1992

Springfield



**STATE HIGHWAY LAYOUT #7053
Worcester St., Chicopee line & station 76, two alterations.**

SEE HAMPDEN COUNTY REGISTRY OF DEEDS PLAN BOOK 281 PAGES 113-114.

INDEXING

STATE HIGHWAY LAYOUT #7053

Image Info SH67039 Springfield

Image Info SH67039 Chicopee

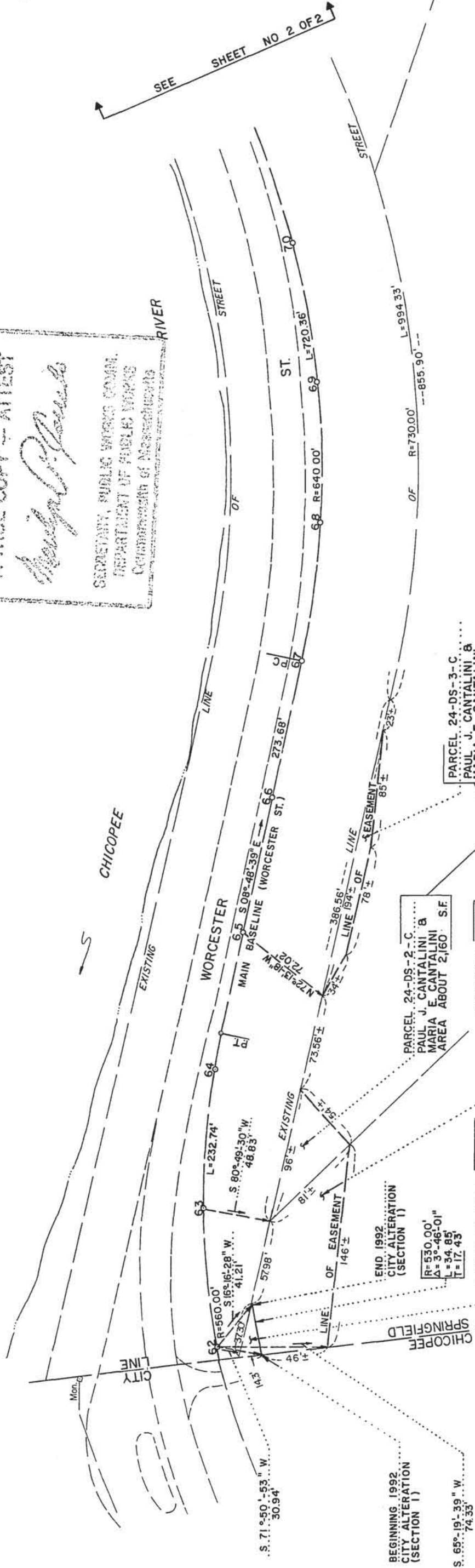
Image Info SH67039 Worcester Street

SPRINGFIELD-1992 ALTERATION - SHEET 1 OF 2 SHEETS
LAYOUT NO. 7053

A TRUE COPY - ATTEST
[Signature]
SECRETARY, PUBLIC WORKS COMM.
DEPARTMENT OF HIGHWAYS
COMMONWEALTH OF MASSACHUSETTS



SEE SHEET NO 2 OF 2



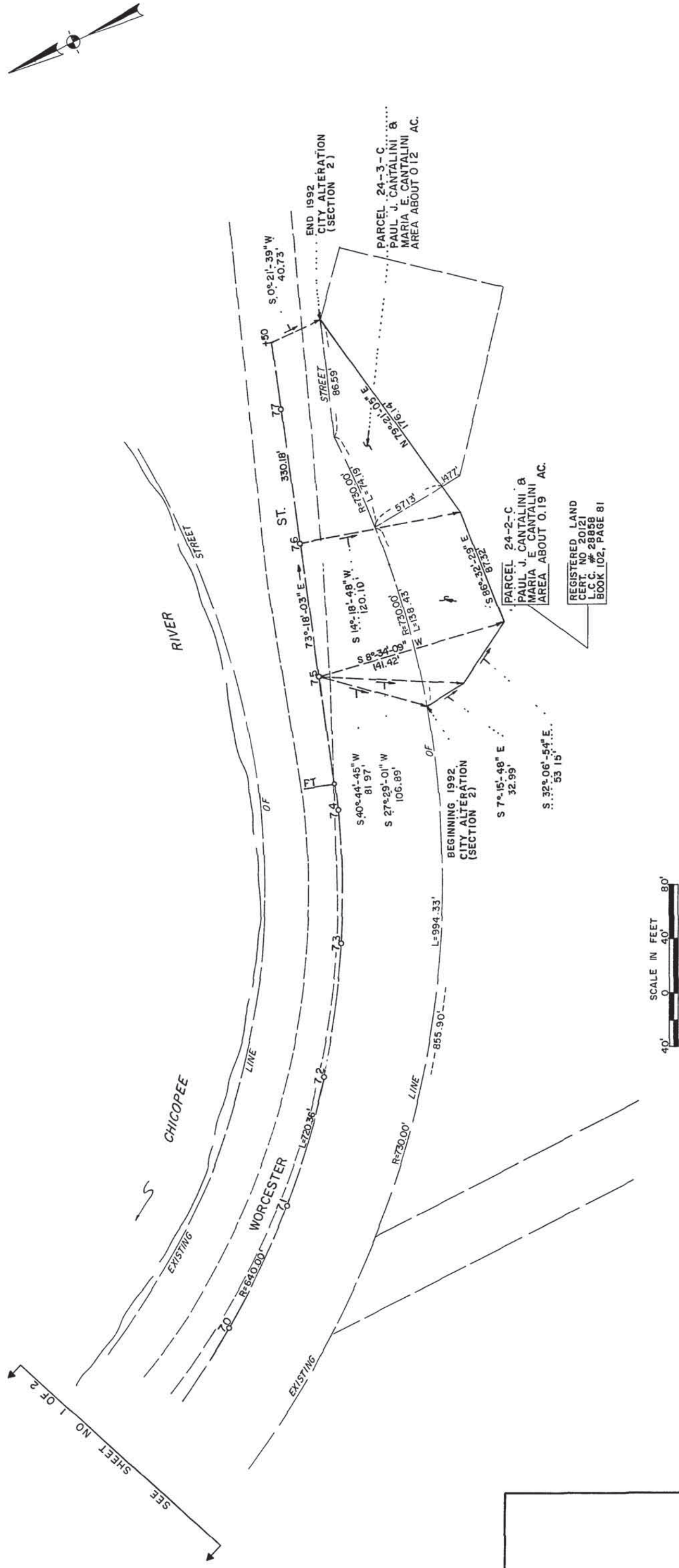
I CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN CONFORMITY WITH THE RULES AND REGULATIONS OF THE REGISTERS OF DEEDS OF THE COMMONWEALTH OF MASSACHUSETTS
ERIC L. GABRIELSON, P.L.S. NO. 31310
PLANS PREPARED BY:
MAGUIRE GROUP INC.
5/27/92
DATE
[Signature]
SIGNATURE

THIS CERTIFIES THAT THE LOCATION OF THE CITY WAY HAS BEEN ALTERED AS SHOWN ON THIS PLAN AND THAT SAID CITY WAY AS ALTERED, WAS LAID OUT AND TAKEN CHARGE OF AS A CITY WAY ON BEHALF OF THE CITY OF SPRINGFIELD BY THE MASSACHUSETTS DEPARTMENT OF HIGHWAYS ON JULY 8, 1992 IN ACCORDANCE WITH CHAPTER, SECTION 29A, OF THE GENERAL LAWS.
[Signature]
[Signature]
MASSACHUSETTS DEPARTMENT OF HIGHWAYS

THE COMMONWEALTH OF MASSACHUSETTS
PLAN OF ROAD
IN THE CITY OF
SPRINGFIELD
HAMPDEN COUNTY
ALTERED AND LAID OUT AS A CITY WAY
BY THE MASSACHUSETTS DEPARTMENT OF HIGHWAYS
JULY 8, 1992
SCALE: 80 FEET TO THE INCH
[Signature]
CHIEF ENGINEER
LAYOUT NO. 7053



SPRINGFIELD-1992 ALTERATION -- SHEET 2 OF 2 SHEETS
LAYOUT NO. 7053





The Commonwealth of Massachusetts

Executive Office of Transportation and Construction

Department of Public Works

Ten Park Plaza, Boston 02116-3973

WILLIAM F. WELD
GOVERNOR

ARGEO PAUL CELLUCCI
LIEUTENANT GOVERNOR

RICHARD L. TAYLOR
SECRETARY

JAMES J. KERASIOOTES
COMMISSIONER

July 28, 1992

SPRINGFIELD: Layout No. 7053
dated July 8, 1992

William J. Martin, Clerk
Hampden County Commissioners
Hall of Justice
50 State Street
P.O. Box 559
Springfield, Massachusetts 01102

Dear Mr. Martin:

Acting under the provisions of Chapter 81 of the General Laws, Ter. Ed., the Massachusetts Highway Department did, under date of July 8, 1992 alter the location of a section of State Highway in the City of Springfield that had been previously altered in 1992.

A plan thereof and a certificate that said Massachusetts Highway Department has laid out and taken charge of said State highway as altered in accordance with said plan, are sent you herewith for filing in your office according to the law. An attested copy of the adjudication and vote of the Commissioners relative to the laying out and taking charge of said State highway as altered in accordance with said plan is enclosed.

Kindly sign and return to this office as soon as possible the enclosed form of receipt.

Sincerely,

Edward J. Corcoran II
Director, Right of Way Bureau

EJC/lag

Enclosure:

The Massachusetts Department of Public Works
is now
The Massachusetts Highway Department

The Commonwealth of Massachusetts

Springfield

Layout No. 7053
and Order of Taking

Hampden

ss.

August 10, , 19⁹²

I HEREBY CERTIFY that the following document and plan have been this day filed in the office of the County Commissioners for said County, to wit:—

A certified copy of a plan and location bearing thereon a certificate dated July 8, 19⁹², purporting to be signed by the Department of Public Works, or a majority of the members thereof, attesting that the said Department of Public Works has laid out and taken charge of, as a State highway, a new or existing way in the city or town of Springfield, as shown on said plan.

Attest:

William J. Mastrop
Clerk of Courts.

THE COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF HIGHWAYS

Springfield
Layout No. 7053
and Order of Taking

The Department of Highways of the Commonwealth of Massachusetts, acting on behalf of the City of Springfield, under the provisions of Chapter 81, Section 29A of the General Laws, hereby adjudges that public necessity and convenience require that said Department should alter a previously laid out City way, in behalf of the City of Springfield, County of Hampden.

The alteration consists of widening portions of Worcester Street (State Route 21), on the westerly and southerly sides thereof, from about Station 61+93 of the Main Baseline hereinafter described to about Station 77+50 of said Main Baseline and is made in two sections.

The Main Baseline begins at a point within the existing location of Worcester Street shown on the plan hereinafter referred to as Station 61+93.04, said point being the intersection of said Main Baseline with the city line of the City of Springfield and equivalent to Station 61+93.04 of Layout No. 7054 in Chicopee of even date with this instrument, and extends thence by a curve to the right of 560.00 feet radius, 232.74 feet; thence south 8°-43'-39" east, 273.68 feet; thence by a curve to the left of 640.00 feet radius, 720.36 feet; thence south 73°-18'-03" east, 330.18 feet to the point of ending thereof, said point being within the existing location of Worcester Street and being shown on said plan as Station 77+50.00.

SECTION 1

The westerly location line of the first section of City way as hereby altered and laid out begins at a point on the city line of the City of Springfield, said point bearing south $71^{\circ}-50'-53''$ west and being 30.94 feet distant from Station 62 of the Main Baseline hereinbefore described and extends thence by a curve to the right of 530.00 feet radius, 34.85 feet to the point of ending thereof on the existing location line of Worcester Street, said point bearing south $16^{\circ}-16'-28''$ west and being 41.21 feet distant from said Station 62.

SECTION 2

The southerly location line of the second section of City way as hereby altered and laid out begins at a point on the southerly location line of Worcester Street, said point bearing south $40^{\circ}-44'-45''$ west and being 81.97 feet distant from Station 75 of the Main Baseline hereinbefore described and extends thence south $7^{\circ}-15'-48''$ east, 32.99 feet to a point bearing south $27^{\circ}-29'-01''$ west and being 106.89 feet distant from said Station 75; thence south $32^{\circ}-06'-54''$ east, 53.15 feet to a point bearing south $8^{\circ}-34'-09''$ west and being 141.42 feet distant from said Station 75; thence south $86^{\circ}-32'-29''$ east, 87.32 feet to a point bearing south $14^{\circ}-18'-48''$ west and being 120.10 feet distant from Station 76 of the Main Baseline hereinbefore described; thence north $79^{\circ}-21'-05''$ east, 176.14 feet to the point of ending thereof on the existing location line of Worcester Street, said point bearing south $0^{\circ}-21'-39''$ west and being 40.73 feet distant from Station 77+50 of the Main Baseline hereinbefore described.

The location lines of the two sections of City way hereby altered and laid out in behalf of the City of Springfield, all as hereinbefore described, are to be further defined by bounds set at angle points, points of curvature, and at points of beginning and ending thereof, where feasible.

Easements are hereby taken in behalf of the City of Springfield in the parcels of land shown on the plan, hereinafter referred to as Parcels 24-DS-1-C to 24-DS-3-C inclusive for the purpose of constructing drainage structures and/or drainage ditches and accompanying slopes, and consist of the right to enter upon said land at any time and to construct thereon, and to use and maintain drainage structures and/or ditches and slopes, together with the right to discharge surface water upon said land, for the purpose of draining and maintaining said City ways.

Parcel 24-DS-1-C: A parcel of land supposed to be owned by the Western Massachusetts Electric Company, adjoining the location line of the City way as altered and laid out in Section 1 and the existing location line of Worcester Street and bounded by said location lines and by the line connecting the following points: a point on the city line of the City of Springfield, said point bearing south $65^{\circ}-19'-39''$ west and being 74.33 feet from Station 62 of the Main Baseline hereinbefore described; opposite about Station 63+54 of said Main Baseline and 45 feet from said location line; opposite about Station 62+89 of said Main Baseline and on said location line; containing about 0.14 Ac.

Parcel 24-DS-2-C: A parcel of land supposed to be owned by Paul J. Cantalini and Maria E. Cantalini, adjoining the existing location line of Worcester Street and bounded by said location line and by the line connecting the following points; opposite about Station 62+89 of the Main Baseline hereinbefore described and on said location line, said point bearing south $80^{\circ}-49'-30''$ west and being 48.83 feet from Station 63 of said Main Baseline; opposite about Station 63+54 of said Main Baseline and 45 feet from said location line; opposite about Station 63+97 of said Main Baseline and on said location line; containing about 2,160 S.F.

Parcel 24-DS-3-C: A parcel of land supposed to be owned by Paul J. Cantalini and Maria E. Cantalini, adjoining the existing location line of Worcester Street and bounded by said location line and by the line connecting the following points: opposite about Station 64+68 of the Main Baseline hereinbefore described and on said location line, said point bearing north $72^{\circ}-13'-18''$ west and being 72.02 feet from Station 65 of said Main Baseline; opposite about Station 65 of said Main Baseline and 10 feet from said location line; opposite about Station 65+78 of said Main Baseline and 10 feet from said location line; opposite about Station 66+63 of said Main Baseline and on said location line; containing 1,365 S.F.

For the purpose of altering and laying out, constructing, and maintaining the City ways as hereinbefore described, the Commonwealth of Massachusetts, Department of Highways, on behalf of the City of Springfield, does hereby take, in fee simple, under the provisions of Chapter 79 of the General Laws, and of all other general or special laws thereto enabling, Parcels 24-1-C through 24-3-C inclusive, shown

on the plan hereinafter referred to, including all trees and structures located thereon (not, however, including poles, towers, lines, wires, cables and other appurtenances for the conveyance of electricity and telephone communication), situated in the City of Springfield, County of Hampden, excepting from the rights herein taken all easements for wires, pipes, conduits, poles and other appurtenances for the conveyance of water, sewage, gas, oil, electricity and for telephone communication now lawfully in or upon said premises hereby taken and all lawful rights of the public to use those parts of the public way or ways in the City of Springfield which are included in the foregoing description.

The sections of City way hereby altered and laid out and the aforesaid takings are shown on a plan signed by the Chief Engineer and signed by the Department of Public Works and on file in its office, said plan being entitled: "The Commonwealth of Massachusetts Plan of Road in the City of Springfield, Hampden County, Altered and Laid Out as a City Way by the Massachusetts Department of Highways, July 8, 1992, Scale: 40 feet to the inch", an attested copy of which is to be recorded with this order of layout and taking in the Registry of Deeds for Hampden County in Springfield.

Certain parcels of land included in this taking are registered land and are shown on the plan hereinafter referred to as Parcels 24-1-C, 24-DS-1-C, 24-2-C, 24-DS-2-C, and 24-DS-3-C, said land being registered, in the Land Court at Springfield and recorded in the Registered Land Division of the Registry of Deeds for Hampden County at Springfield as follows:

<u>Parcel No</u>	<u>Owner</u>	<u>Land Court Case</u>	<u>Certificate</u>	<u>Book</u>	<u>Page</u>
24-1-C	Western Massachusetts Electric Company	34152	14588	73	148
24-DS-1-C	Western Massachusetts Electric Company	34152	14588	73	148
24-2-C	Paul J. Cantalini and Maria E. Cantalini	28858	20121	102	81
24-DS-2-C	Paul J. Cantalini and Maria E. Cantalini	28858	20121	102	81
24-DS-3-C	Paul J. Cantalini and Maria E. Cantalini	28858	20121	102	148

For Damages sustained by the following Owners by reason of the aforesaid takings, and in accordance with the provisions of General Laws, Chapter 79, Section 6, as amended, awards are made. The Department reserves the right to amend the award at any time prior to the payment thereof for good cause shown.

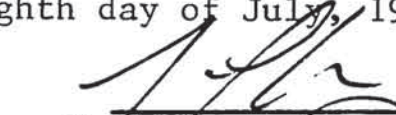
<u>Parcel No.</u>	<u>Supposed Owner</u>	<u>Area</u>
24-1-C	Western Massachusetts Electric Company	280 S.F.
24-2-C	Paul J. Cantalini and Maria E. Cantalini	0.19 Ac
24-3-C	Paul J. Cantalini and Maria E. Cantalini	0.12 Ac.
24-DS-1-C	Western Massachusetts Electric Company	0.14 Ac.
24-DS-2-C	Paul J. Cantalini and Maria E. Cantalini	2,160 S.F.
24-DS-3-C	Paul J. Cantalini and Maria E. Cantalini	1,365 S.F.

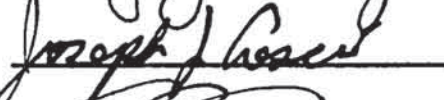
The names of the owners herein given, although supposed to be correct, are such only as matters of opinion and belief.

It is therefore

VOTED: That said way as altered and laid out, as described herein and shown on said plan, be and the same is hereby altered and laid out by the Massachusetts Department of Highways in behalf of the City of Springfield; that the Secretary to the Massachusetts Highways Commission be and hereby is instructed to file in the office of the County Commissioners of the County and in the office of the City of Clerk of the City which said way is located, certified copies of said plan and of this certificate, signed by at least a majority of the members of the Highways Commission attesting that the Department of Highways has altered and laid out a section of City way in accordance with said plan, together with a copy of this adjudication and vote.

Dated at Boston this eighth day of July, 1992.


_____ Members

_____ of

_____ the

_____ Highways
_____ Commission



End of Book ~ State Highways ~ Springfield